ATTACHMENT A-2

TERMINAL AREA PLAN AND FUTURE AIRPORT LAYOUT PLAN PROJECTS: PROJECT DESCRIPTIONS – PROJECTS 19-38

February 2022 | Draft

Chicago O'Hare International Airport

Terminal Area Plan (TAP) and Future Airport Layout Plan (ALP) Projects

Project Descriptions – Projects 19-38

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19. AIRCRAFT RESCUE AND FIREFIGHTING STATION 4 RELOCATION

19.1 PROJECT SUMMARY

The proposed Aircraft Rescue and Firefighting (ARFF) Station 4 Relocation (Draft Future ALP Building 701), as shown on **Exhibit 19**, would construct a new building and associated pavement across Taxiway Z from the future United Airlines Ground Equipment Maintenance Building (Baseline Project B32; Draft Future ALP Building 771). The ARFF Station 4 Relocation would provide a garage building with administrative and support spaces, airside pavement, and an accompanying landside surface parking lot. Functions of the existing ARFF Station 4 would be relocated from the existing facility near the C Pad to the proposed site. Existing Hangar Road would provide landside access to the site, and Taxiway Z would provide airside access to the site. The ARFF Station 4 Relocation would require approximately 67,000 square feet of land. The ARFF Station 4 Relocation can be referenced in Appendix A.

19.2 PROJECT DESCRIPTION

The existing ARFF Station 4 (ALP Building 701), approximately 145 feet by 75 feet, would be demolished and relocated to meet ARFF emergency response times collectively for O'Hare and to meet ARFF vehicle response time requirements and best practices specified in Federal Aviation Regulation (FAR) Part 139;[15] National Fire Protection Association (NFPA) 403: *Standard for Aircraft Rescue and Fire-Fighting Services at Airports, 2014 Edition;*[16] and the International Civil Aviation Organization's (ICAO) Airports Services Manual.[17] The ARFF Station 4 Relocation would be constructed in a location that would meet emergency vehicle response times to future Runway 9C-27C (Baseline Project B8) and future Runway 9R-27R Extension (Baseline Project B9). The ARFF Station 4 Relocation would consist of a building, parking lot, and airside access roadway on a vacant site (approximately 67,000 square feet) across Taxiway Z from the future United Airlines Ground Equipment Maintenance Building. The ARFF Station 4 Relocation footprint is anticipated to be approximately 18,000 square feet (approximately 90 feet by 200 feet) and the new pavement area is anticipated to be approximately 50,000 square feet.

The ARFF Station 4 Relocation would include demolition of the existing ARFF Station 4 (approximately 8,700 square feet), a main garage building with administrative and support space, accompanying landside surface parking lot, and airside access roadway connecting to Taxiway Z.

The ARFF Station 4 Relocation would support airfield operations with a new and optimally located ARFF station, and include the following features:

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[15] U.S. Government Publishing Office, Title 14 U.S. Code of Federal Regulations Part 139.319, "Aircraft Rescue and Firefighting: Operational Requirements," https://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&SID=8313bccee050ec81d7e8fb3377331177&rgn=div5&view=text&node=14:3.0.1.1.14&idno=14 (accessed August 28, 2019).

[16] National Fire Protection Association, NFPA 403, *Standard for Aircraft Rescue and Fire-Fighting Services at Airports, 2014 Edition*, January 1, 2014.

[17] International Civil Aviation Organization, *Airport Services Manual (Document 9137)*, Part 1: "Rescue and Fire Fighting," Fourth Edition – 2014.

- garage, including administrative and support space
- surface parking lot, including Hangar Road access roadway
- airside access roadway connecting to Taxiway Z

19.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed ARFF Station 4 Relocation are summarized in **Table 20**.

TABLE 20 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED ARFF STATION 4 RELOCATION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Aircraft Rescue and Fire Fighting (ARFF) Station 4	Construct ARFF facility; integrate with existing roadway and taxiway	▪ Construct ARFF building (approximately 18,000-square-foot footprint) ▪ Integrate with Taxiway Z: ○ Construct approximately 26,000 square feet of airside access roadway pavement to Taxiway Z ▪ Integrate with Hangar Road: ○ Construct approximately 23,000 square feet of landside pavement for surface parking lot and access to Hangar Road
Existing ARFF Station 4	Demolish building; relocate functions	▪ Demolish approximately 8,700 square feet of footprint

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

20. BRAVO HOLD PAD CONVERSION

20.1 PROJECT SUMMARY

The proposed Bravo Hold Pad Conversion, as shown on **Exhibit 20**, would replace the future United Airlines Temporary Employee Parking Lot (Baseline Project B39) at the Bravo Pad with a hold pad. The Bravo Hold Pad Conversion would provide airfield pavement for holding aircraft. The temporary employee parking would be relocated to the proposed West Employee Parking Garage (Project 12). The Bravo Hold Pad Conversion would repurpose approximately 890,000 square feet of existing pavement. The Bravo Hold Pad Conversion can be referenced in Appendix A.

20.2 PROJECT DESCRIPTION

The Bravo Hold Pad Conversion is estimated to provide up to six (6) ADG III parking positions (net increase of 4 positions) and a single ADG III taxiway extending from Taxiway B to the southeast. The Bravo Hold Pad Conversion is anticipated to convert approximately 890,000 square feet of the existing Bravo Pad and United Airlines Temporary Employee Parking Lot into airfield hardstand pavement. The United Airlines Temporary Employee Parking Lot was designed with the consideration of future redevelopment to an airside holding pad that would expand the existing Taxiway B aircraft hold pad.

The Bravo Hold Pad Conversion would connect to the existing Taxiway B along a 1,200-foot distance, from the Taxiway B bridge across I-190 to the future Taxiway PP (Baseline Project 56m). The hardstand aircraft parking positions would be sited approximately 190 feet southeast of the Taxiway B centerline. The associated ADG III taxiway would wrap along the southwest and southeast edges of the Bravo Pad. The airside service roadway network would be reconstructed around the Bravo Pad to the southwest, southeast, and northeast.

The Bravo Hold Pad Conversion would require demolition of sections of the existing airside service roadway pavement (approximately 10,000 square feet), temporary surface parking lot pavement (approximately 890,000 square feet; reuse base), and Bravo Pad pavement (approximately 160,000 square feet). The Bravo Hold Pad Conversion would also require demolition of two (2) bus shelters (approximately 6,300 square feet total). The Air Operations Area (AOA) fence would be realigned for the Bravo Hold Pad Conversion.

In conjunction with the proposed Commercial Vehicle Holding Area Expansion (Project 21), the future United Airlines Temporary Employee Parking Lot would be relocated to the West Employee Parking Garage (Project 12).

The Bravo Hold Pad Conversion would support airfield operations with a new hold pad for aircraft parking, and include the following features:

- airfield (hold pad and taxiway) pavement, including lighting and markings
  - Taxiway B Expansion (to tie into existing Taxiway B and proposed hold pad pavement)
  - six (6) ADG III parking positions for holding aircraft (net increase of 4 positions)
  - ADG III taxiway along the southwest and southeast edges of the Bravo Pad pavement

  - conversion of future United Airlines Temporary Employee Parking Lot pavement to airfield pavement
  - drainage infrastructure, including deicing fluid collection, storage tanks, and control systems
  - pavement grading connecting to Taxiway B along 1,200 feet to the northeast from the Taxiway B Bridge across I-190 to future Taxiway PP
- roadway pavement, including lighting and markings
  - reconfiguration of airside service roadways around the Bravo Pad
  - staging/storage for deicing equipment to the southeast of the Bravo Pad
  - connection to the future Airside Service Road Bridge Across I-190 (Baseline Project B3)
- AOA fence realignment

20.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Bravo Hold Pad Conversion are summarized in **Table 21**.

TABLE 21 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED BRAVO HOLD PAD CONVERSION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Bravo Pad Conversion	Convert/repurpose pavement; construct hold pad; demolish bus shelter pavement; integrate with proposed taxiway (expansion)	▪ Convert future Temporary United Airlines Employee Parking Lot into airfield pavement ○ Demolish approximately 890,000 square feet of course pavement (surface only); reuse base ○ Demolish approximately 2,300 linear feet of fence ○ Demolish two (2) enclosed bus waiting areas (approximately 6,300 square feet) ▪ Construct approximately 625,000 square feet of hold pad pavement ▪ Construct approximately 960 linear feet of fence ▪ Demolish approximately 160,000 square feet of hold pad pavement ▪ Integrate with proposed Taxiway B ▪ Relocate employee parking to the proposed West Employee Parking Garage (Project 12)
Proposed Taxiway B Expansion	Expand taxiway; integrate with existing, future, and proposed taxiways and hold pad	▪ Construct 205,000 square feet of taxiway pavement ▪ Integrate with existing Taxiway B ▪ Integrate with future Taxiway PP ▪ Integrate with Bravo Pad (proposed conversion)
Proposed Airside Service Roadway/Equipment Staging Area	Construct roadway/staging area; demolish pavement; integrate with existing and future airside roadways	▪ Construct approximately 260,000 square feet of pavement ▪ Demolish approximately 10,000 square feet of roadway pavement ▪ Integrate with airside service roadways; reroute around the proposed Bravo Pad

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

21. COMMERCIAL VEHICLE HOLDING AREA EXPANSION

21.1 PROJECT SUMMARY

The proposed Commercial Vehicle Holding Area (CVHA) Expansion, as shown on **Exhibit 21**, would reconfigure the existing CVHA to increase holding area capacity. The CVHA Expansion is anticipated to incorporate approximately 160,000 square feet of the future United Airlines Temporary Employee Parking Lot (Baseline Project B39) at the Bravo Pad into the CVHA. Vehicles would continue to access the CVHA via Bessie Coleman Drive. The CVHA Expansion would require approximately 172,000-square feet of space. The CVHA Expansion can be referenced in Appendix A.

21.2 PROJECT DESCRIPTION

The CVHA Expansion would address the current need for additional capacity for CVHA vehicles. It would connect to the existing CVHA along the north and west edges. The CVHA Expansion would consist of new pavement and modifications to the existing CVHA pavement. This project would convert approximately 160,000 square feet of surface parking pavement and construct an additional approximately 12,000 square feet of new surface parking pavement. The AOA fence would be realigned around the CVHA Expansion.

In conjunction with the Bravo Hold Pad Conversion (Project 20), the future United Airlines Temporary Employee Parking Lot would be relocated to the West Employee Parking Garage (Project 12).

The CVHA Expansion would include the following features:

- surface parking pavement, including lighting and markings
  - conversion of the United Airlines Temporary Employee Parking Lot into CVHA space
  - surface parking lot expansion, west of the existing CVHA
  - access roadway reconfiguration, including access control booths, north of the existing CVHA
  - pavement grading connecting to the north and west edges of the existing CVHA
- fence demolition

21.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed CVHA Expansion are summarized in **Table 22**.

TABLE 22 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED CVHA EXPANSION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Commercial Vehicle Holding Area (CVHA)	Expand CVHA; integrate with existing CVHA and future surface parking	▪ Construct approximately 12,000 square feet of surface parking lot pavement ▪ Demolish approximately 580 linear feet of fence ▪ Integrate with existing CVHA surface parking lot
Existing United Airlines Temporary Employee Parking Lot	Convert/repurpose surface parking lot pavement	▪ Convert approximately 160,000 square feet of United Airlines Temporary Employee Parking Lot pavement ▪ Relocate United Airlines employee parking to the proposed West Employee Parking Garage (Project 12)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

22. MULTIMODAL FACILITY HOTEL, MIXED-USE DEVELOPMENT, AND DETENTION BASIN RELOCATION

22.1 PROJECT SUMMARY

The proposed Multimodal Facility (MMF) Hotel (Draft Future ALP Facility H2), Mixed-Use Development, and Detention Basin Relocation as shown on **Exhibit 22**, would include construction of a new building complex west of the MMF (Baseline Project B50; ALP Building 830), which was completed in 2018. The MMF Hotel, Mixed-Use Development, and Detention Basin Relocation, referred to as the MMF Hotel and Mixed-Use Development in this document, would include a hotel with shell space for mixed-use development, a surface parking lot, and access road pavement (included within the proposed development area shown on Exhibit 22). Existing MMF roadways would provide access to the site. Two (2) basins would be constructed to replace the proposed demolition of the existing detention basin. The MMF Hotel and Mixed-Use Development would utilize approximately 180,000 square feet of land. The MMF Hotel and Mixed-Use Development can be referenced in Appendix A.

22.2 PROJECT DESCRIPTION

The MMF Hotel and Mixed-Use Development is anticipated to provide travelers with a mid-range on-airport hotel with direct connections to the MMF, ATS, regional bus system, and Metra regional commuter railroad station. The MMF Hotel and Mixed-Use Development would be a source of non-aviation-related revenue and consist of a multi-level building complex west of the MMF, including approximately 55,000 square feet of associated pavement for a surface parking lot and access/egress. The footprint of the hotel and mixed-use development is anticipated to be approximately 43,000 square feet in the area of the existing, 62,000 square-foot, detention basin. The MMF Hotel and Mixed-Use Development would utilize approximately 100,000 square feet of an area designated for collateral development.

The site would be accessed via existing access roads to/from the MMF. The access roads and adjacent surface parking lot would be located within the proposed development area shown on Exhibit 22.

The MMF Hotel and Mixed-Use Development would require demolition of an approximately seven (7) acre-foot detention basin (approximately 62,000 square) associated with the MMF. Replacement drainage capacity is anticipated to be accommodated on-site with two (2) detention basins located north and south of the hotel, approximately 70,000 square feet and 12,000 square feet, respectively. The detention basins would be designed and managed in accordance with FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*.

Stormwater discharge would be through an existing 78-inch storm sewer that discharges into Willow-Higgins Creek.

The MMF Hotel and Mixed-Use Development would support landside operations and tenants with a new and modern mixed-use building complex, including the following features:

- multi-level building, including shell space for mixed-use development and a hotel

- surface parking lot and access roadway reconfigurations, including tie-in with MMF access roadways
- two (2) detention basins; one (1) north and one (1) south of the hotel
- pedestrian connection to the MMF, including the MMF ATS Station

22.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed MMF Hotel and Mixed-Use Development are summarized in **Table 23**.

TABLE 23 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED MMF HOTEL AND MIXED-USE DEVELOPMENT

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed MMF Hotel	Construct hotel building	▪ Construct multi-level hotel building (approximately 43,000-square-foot footprint)
Proposed MMF Hotel Surface Parking Lot	Construct roadway pavement; integrate with existing landside roadways	▪ Construct surface parking lot and access roadways (approximately 55,000 square feet) ▪ Integrate with the existing MMF access roadways
Proposed MMF Detention Basin Relocation	Relocate basin	▪ Demolish existing detention basin (approximately 62,000 square feet) ▪ Construct North Basin (approximately 70,000 square feet) ▪ Construct South Basin (approximately 12,000 square feet)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

23. RUNWAY 9L-27R EXIT TAXIWAYS

23.1 PROJECT SUMMARY

The proposed Runway 9L-27R Exit Taxiways, as shown on **Exhibit 23**, would connect Runway 9L-27R to Taxiways C and M1 with new taxiway pavement. The Runway 9L-27R Exit Taxiways would provide two (2) ADG V/TDG 6 high-speed exit taxiways, connecting Runway 9L to Taxiway M1 and Runway 27R to Taxiway C. The Runway 9L-27R Exit Taxiways project can be referenced in Appendix A.

23.2 PROJECT DESCRIPTION

The Runway 9L-27R Exit Taxiways would consist of two (2) ADG V/TDG 6 high-speed exit taxiways. The Runway 9L-27R Exit Taxiways are anticipated to provide approximately 405,000 square feet of new taxiway pavement. High-speed exit taxiways would reduce the distance from the touchdown zone to the runway exit, improving taxi flow.

The Runway 9L Exit Taxiway centerline point of tangency with the runway centerline would be 5,100 feet from the runway threshold; the taxiway would continue with a 400-foot parallel separation from the runway, as specified in FAA Advisory Circular 150/5300-13A (Change 1), *Airport Design*, and tie into existing Taxiway M1. The Runway 27R Exit Taxiway centerline point of tangency with the runway centerline would be 5,100 feet from the runway threshold; the taxiway would tie into existing Taxiway C. Both high-speed exit taxiways would conform to the standard 1,500-foot exit radius and 30-degree exit angle as specified in FAA Advisory Circular 150/5300-13A (Change 1), *Airport Design*.

The Runway 9L-27R Exit Taxiways would replace sections of existing Runway 9L-27R pavement (approximately 31,000 square feet) and taxiway pavement (approximately 29,000 square feet) from the shoulders of existing Taxiways C and M1.

The Runway 9L-27R Exit Taxiways would support airfield operations with new high-speed exit taxiways. Features of The Runway 9L-27R Exit Taxiways would include:

- taxiway pavement, including lighting and markings
  - two (2) ADG V/TDG 6 high-speed exit taxiways
  - pavement grading connecting to existing Taxiways C and M1

23.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Runway 9L-27R Exit Taxiways are summarized in **Table 24**.

TABLE 24 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED RUNWAY 9L-27L EXIT TAXIWAYS

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Runway 9L High-Speed Exit Taxiway to Taxiway M1	Construct taxiway; integrate with existing runway and taxiway	▪ Construct approximately 235,000 square feet of taxiway pavement ▪ Integrate with existing airfield: ○ Runway 9R-27L ○ Taxiway M1
Proposed Runway 27R High-Speed Exit Taxiway to Taxiway C	Construct taxiway; integrate with existing runway and taxiway	▪ Construct approximately 170,000 square feet of taxiway pavement ▪ Integrate with existing airfield: ○ Runway 9R-27L ○ Taxiway C
Existing Runway 9R-27L	Demolish pavement	▪ Demolish approximately 31,000 square feet of runway shoulder pavement
Existing Taxiway C	Demolish pavement	▪ Demolish approximately 23,000 square feet of taxiway shoulder pavement
Existing Taxiway M1	Demolish pavement	▪ Demolish approximately 6,000 square feet of taxiway shoulder pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

24. RUNWAY 28R BLAST PAD EXPANSION

24.1 PROJECT SUMMARY

The proposed Runway 28R Blast Pad Expansion, as shown on **Exhibit 24**, would expand the blast pad width to 220 feet and length to 400 feet. The Runway 28R Blast Pad Expansion can be referenced in Appendix A.

24.2 PROJECT DESCRIPTION

The Runway 28R Blast Pad Expansion would expand the existing blast pad width from 150 feet to 220 feet and the existing length from 200 feet to 400 feet, to conform to ADG V standards as specified in FAA Advisory Circular 150/5300-13A (Change 1), *Airport Design*. The Runway 28R Blast Pad Expansion would support aircraft utilizing the future Terminal 5 Expansion (Baseline Project B42), as well as the domestic flights resulting from the co-location of domestic and international operations.

The Runway 28R Blast Pad Expansion would require demolition of existing unusable airfield pavement east of the existing blast pad, including 1,200 square feet of existing Taxiway Y shoulder pavement, (approximately 13,000 square feet) and existing Taxiway Y5 pavement (approximately 22,000 square feet). The existing Runway 28R Approach Lighting System (ALSF-II) would be removed and reinstalled for the blast pad pavement.

24.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Runway 28R Blast Pad Expansion are summarized in **Table 25**.

TABLE 25 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED RUNWAY 28R BLAST PAD EXPANSION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Runway 28R Blast Pad	Expand existing blast pad; integrate with existing runway and taxiway	▪ Construct approximately 58,000 square feet of blast pad pavement ▪ Integrate with existing airfield: ○ Runway 10L-28R (existing blast pad) ○ Taxiway Y
Existing Runway 28R	Reinstall the approach lighting system	▪ Demolish approximately 13,000 square feet of unusable airfield pavement and Taxiway Y shoulder pavement ▪ Remove and reinstall the approach lighting system (ALSF-II) for blast pad pavement
Existing Taxiway Y5	Demolish pavement	▪ Demolish approximately 22,000 square feet of taxiway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

25. TERMINAL 5 HOTEL FACILITY AND PEDESTRIAN BRIDGE

25.1 PROJECT SUMMARY

The proposed Terminal 5 Hotel Facility and Pedestrian Bridge (Draft Future ALP Facility H1), as shown on **Exhibit 25**, would construct a new building on the northwest section of public parking Lot D. The Terminal 5 Hotel Facility and Pedestrian Bridge, referred to as the Terminal 5 Hotel in this document, would provide a hotel with connections to the future Terminal 5 Parking Garage (Baseline Project B42e), and ultimately Terminal 5, via a pedestrian bridge. The existing Terminal 5 access roadway network and the proposed Terminal 5 Roadway Improvements (Project 8) would provide access to the site. The Terminal 5 Hotel would be constructed in an area currently designated for collateral development (approximately 175,000 square feet). The Terminal 5 Hotel project can be referenced in Appendix A.

25.2 PROJECT DESCRIPTION

The Terminal 5 Hotel would be a high-end hotel with convenient access to the terminals, the CTA Blue Line, and the Multimodal Facility via the ATS. The Terminal 5 Hotel would help maintain financial sustainability through the generation of non-airline revenue from additional hotel rooms and meeting rooms capable of hosting large events and conferences. The Terminal 5 Hotel would consist of a multi-level building adjacent to Terminal 5 on public parking Lot D, including approximately 50,000 square feet of associated pavement for access roadways. The footprint for the hotel and pedestrian bridge is anticipated be approximately 82,000 square feet. The site would be accessed via existing access roads to public parking Lot D. The Terminal 5 Hotel is anticipated to utilize approximately 132,000 of the total 175,000 square foot collateral development area.

The Terminal 5 Hotel would require demolition of approximately 63,000 square feet of existing surface parking pavement in public parking Lot D.

The new and modern Terminal 5 Hotel would include the following features:

- multi-level hotel building
- access roadway reconfigurations, including a tie-in with Terminal 5 access roadways
- collateral development area (approximately 43,000 square feet) for additional development

25.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Terminal 5 Hotel are summarized in **Table 26**.

TABLE 26 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TERMINAL 5 HOTEL

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Terminal 5 Hotel Facility and Pedestrian Bridge	Construct hotel building and pedestrian bridge; integrate with future garage	▪ Construct multi-level hotel building (approximately 77,000-square-foot footprint) ▪ Construct pedestrian bridge (approximately 5,000 square feet) ▪ Integrate with future Terminal 5 Parking Garage – Phase 1 (Baseline Project B42e)
Proposed Access Roadway	Construct access road; integrate with existing landside roadways	▪ Construct access roadway (approximately 50,000 square feet) ▪ Integrate with existing Terminal 5 entry roadway
Existing Public Parking Lot D	Demolish pavement	▪ Demolish approximately 63,000 square feet of surface parking lot pavement to facilitate hotel construction

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

26. TERMINAL 5 PARKING GARAGE – PHASE 2

26.1 PROJECT SUMMARY

The proposed Terminal 5 Parking Garage (Draft Future ALP Facility L1) – Phase 2, as shown on **Exhibit 26**, would increase airport parking capacity with an elevated parking structure. The Terminal 5 Parking Garage – Phase 2, referred to as Phase 2 in this chapter, would extend west from the future Phase 1 parking garage associated with the future Terminal 5 Expansion (Baseline Project B42). The Phase 2 garage would provide approximately 1,400 public parking spaces in a seven (7)-level parking structure in conjunction with the proposed surface parking lot associated with the proposed Terminal 5 Roadway Improvements (Project 8). The Phase 2 garage footprint is anticipated to be approximately 55,000 square feet. Phase 2 can be referenced in Appendix A.

26.2 PROJECT DESCRIPTION

Phase 2 would extend the Phase 1 parking garage associated with the future Terminal 5 Expansion to the northeast. Phase 2 is needed to support the forecast demand for parking at Terminal 5 and would provide domestic airlines operating in Terminal 5 with a comparable range of parking products to that provided in Terminals 1, 2, and 3. Phase 2 would support landside operations with a new and modern elevated parking structure expansion. The additional vehicle parking opportunities conveniently located on airport would expand the airport's parking offerings and non-airline revenue initiatives.

The Terminal 5 Parking Garage – Phase 2 is anticipated to have seven (7) levels. The footprint is anticipated to be approximately 55,000 square feet (approximately 150 feet wide by 450 feet long), providing approximately 900 parking garage spaces, in combination with 500 spaces in the proposed surface parking lot (Project 8) and existing 2,600 spaces, for a total of 4,000 parking spaces at Terminal 5. Connections with the parking garage constructed as part of the future Terminal 5 Expansion would provide access to the Phase 2 structure.

Phase 2 would require demolition of approximately 52,000 square feet of surface parking pavement from existing public parking Lot D.

Features of Phase 2 would include:

- elevated parking structure expansion with long-term and hourly public parking
- circulation areas, including public and non-public corridors
  - circulation within Phase 2, and between Phase 2 and the future Terminal 5 Expansion parking garage (Phase 1)
  - vertical circulation, including stairways and elevators between all levels

26.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Phase 2 are summarized in **Table 27**.

TABLE 27 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TERMINAL 5 PARKING GARAGE – PHASE 2

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Terminal 5 Parking Garage – Phase 2	Construct parking garage expansion; integrate with future garage and surface lot	▪ Construct a seven (7)-level parking garage expansion (approximately 55,000-square-foot footprint) ▪ Integrate with future Terminal 5 Parking Garage – Phase 1 ▪ Integrate with proposed surface lot (Project 8)
Existing Public Parking Lot D	Demolish pavement	▪ Demolish approximately 52,000 square feet of surface parking lot pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

29. TAXIWAYS A AND B RECONFIGURATION

29.1 PROJECT SUMMARY

The proposed Taxiways A and B Reconfiguration (Between the Penalty Box Hold Pad and Taxiway G), as shown on **Exhibit 29**, would replace sections of existing Taxiways A and B and associated pavement northwest of Concourse C with new taxiway pavement. The Taxiways A and B Reconfiguration would increase the centerline separation to provide parallel ADG V/TDG 6 taxiways, connecting the proposed Taxiways North of Satellite 2 (Project 17) at the tie-in with the Penalty Box Hold Pad to proposed Taxiway G (Project 30). The Taxiways A and B Reconfiguration is anticipated to provide approximately 780,000 square feet of new taxiway pavement. The Taxiways A and B Reconfiguration can be referenced in Appendix A.

29.2 PROJECT DESCRIPTION

Reconfiguration is needed to provide the FAA standard taxiway separation of 267 feet between Taxiways A and B, as well as realigning the taxiway network to be parallel to Runway 4L-22R. The Taxiways A and B Reconfiguration would consist of two (2) parallel ADG V/TDG 6 taxiways, increasing the currently deficient taxiway separation to the standard 267 feet as specified in FAA Advisory Circular 150/5300-13A (Change 1), *Airport Design*. The Taxiways A and B Reconfiguration is anticipated to provide approximately 780,000 square feet of new taxiway pavement.

The Taxiways A and B Reconfiguration would connect the proposed Taxiways North of Satellite 2 (Project 17) to proposed Taxiway G (Project 30) on parallel alignments to Runway 4L-22R. The taxiway separation would be 267 feet, with Taxiway B, the taxiway closest to Runway 4L-22R, sited 400 feet from the runway centerline. The Taxiways A and B Reconfiguration includes the relocation of Taxiway A2, relocation of Taxiway A4, and reconfiguration of Taxiway A3.

The Taxiways A and B Reconfiguration would require demolition of existing Terminal 1 Concourse C apron pavement (approximately 130,000 square feet) and existing taxiway pavement (approximately 585,000 square feet), including sections of Taxiway A2, Taxiway A3, Taxiway A5, and the Penalty Box Hold Pad, as well as Runway 4L-22R shoulder pavement. All of Taxiway A4 would be demolished as part of the Taxiways A and B Reconfiguration.

The Taxiways A and B Reconfiguration would support airfield operations with reconfigured taxiways northwest of Terminal 1 Concourse C, to increase parallel taxiway separation and adhere to ADG V standards. The Taxiways A and B Reconfiguration would include the following features:

- taxiway pavement, including lighting and markings;
  - two (2) parallel ADG V/TDG 6 taxiways between the proposed Taxiways North of Satellite 2 (Project 17) and proposed Taxiway G (Project 30)
  - two (2) ADG V/TDG 6 connector taxiways between Taxiways A and B; relocated Taxiway A2 and relocated Taxiway A4
  - pavement reconfiguration of existing Taxiway A3, between Runway 4L-22R and Taxiway B

— pavement grading connecting to existing Runway 4L-22R, the existing Terminal 1 Concourse C apron, proposed Taxiways A and B associated with proposed Taxiway G (Project 30), and the proposed Taxiways North of Satellite 2 (Project 17)

29.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Taxiways A and B Reconfiguration are summarized in **Table 28**.

TABLE 28 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TAXIWAYS A AND B RECONFIGURATION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Taxiway A	Construct taxiway; integrate with existing and proposed apron and taxiways	▪ Construct approximately 250,000 square feet of taxiway pavement ▪ Integrate with existing airfield: ○ Taxiway A ○ Terminal 1, Concourse C Apron ▪ Integrate with proposed airfield: ○ Satellite 1 Apron (Project 2) ○ Satellite 2 Apron (Project 3) ○ Taxiway G (Project 30) ○ Taxiways North of Satellite 2 (Project 17)
Proposed Taxiway B	Construct taxiway; integrate with existing and proposed apron, runway, and taxiways	▪ Construct approximately 530,000 square feet of taxiway pavement ▪ Integrate with existing airfield: ○ Runway 4L-22R (via connector taxiway) ○ Taxiway B ▪ Integrate with proposed airfield: ○ Taxiway G (Project 30) ○ Taxiways North of Satellite 2 (Project 17)
Existing Penalty Box Hold Pad	Demolish pavement	▪ Demolish approximately 130,000 square feet of taxiway pavement
Existing Taxiway A	Demolish pavement	▪ Demolish approximately 140,000 square feet of taxiway pavement
Existing Taxiway A2	Demolish pavement	▪ Demolish approximately 23,000 square feet of taxiway pavement
Existing Taxiway A3	Demolish pavement	▪ Demolish approximately 62,000 square feet of taxiway pavement
Existing Taxiway A4	Demolish pavement	▪ Demolish approximately 27,000 square feet of taxiway pavement
Existing Taxiway A5	Demolish pavement	▪ Demolish approximately 13,000 square feet of taxiway pavement

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Existing Taxiway B	Demolish pavement	▪ Demolish approximately 185,000 square feet of taxiway pavement
Existing Runway 4L-22R	Demolish pavement	▪ Demolish approximately 5,600 square feet of runway shoulder pavement
Existing Terminal 1, Concourse C Apron	Demolish pavement	▪ Demolish approximately 130,000 square feet of apron pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

30. TAXIWAY G

30.1 PROJECT SUMMARY

Proposed Taxiway G (Existing Taxiway H; Between Future Taxiway T and Taxiway A1), as shown on **Exhibit 30**, would replace sections of existing Taxiway H with new taxiway pavement. Taxiway G would increase the centerline separation to a 400-foot separation from Runway 9R-27L and extend the future Taxiway G alignment from future Taxiway T to Taxiway A1. Taxiway G would provide approximately 700,000 square feet of new taxiway pavement. The Taxiway G project can be referenced in Appendix A.

30.2 PROJECT DESCRIPTION

Taxiway G is needed to support taxiing flow and movements parallel to the future Runway 9R-27L Extension (Baseline Project B9) and to meet the runway separation design standard for runway centerline to parallel taxiway centerline of 400 feet established in FAA AC 150/5300-13A (Change 1), *Airport Design*. Taxiway G would consist of one (1) ADG V/TDG 6 taxiway, providing approximately 700,000 square feet of new taxiway pavement.

Taxiway G would extend from future Taxiway T and Taxiway A1 with a runway separation of 400 feet south of Runway 9R-27L and taxiway separation of 324 feet north of the proposed Taxiway H (Project 31). Included with Taxiway G are sections of three (3) connector taxiways to proposed parallel Taxiway H, reconstruction of adjacent Taxiways A and B segments aligning to the proposed Taxiways A and B Reconfiguration (Project 29), and a connection to the Terminal 1 apron between Concourses B and C. The proposed Taxiways A and B Reconfiguration associated with Taxiway G would mitigate an existing hot spot, HS 1.[18]

Taxiway G would require demolition of existing taxiway pavement (approximately 580,000 square feet), including sections of existing Taxiways A, A2, B, E, H, and J. A 1,200-foot span of a future section of Taxiway G associated with the future Runway 9R-27L Extension would be demolished (approximately 160,000 square feet) and reconstructed to align with proposed Taxiway G. The existing service road would be realigned south of the tie-in with proposed Taxiway G to maintain the ADG V taxiway centerline to fixed or moveable object separation as specified in FAA Advisory Circular 150/5300-13A (Change 1), *Airport Design*.

Taxiway G would support airfield operations at O'Hare by reconstructing a taxiway future Taxiway T and Taxiway A1 to eliminate the currently deficient taxiway separation between the existing taxiway and Runway 9R-27L. Taxiway G would include the following features:

- taxiway pavement, including lighting and markings
  - one (1) ADG V taxiway between future Taxiway T and Taxiway A1; including three (3) sections of connector taxiways to the proposed parallel Taxiway H (Project 31), as well as reconstruction of a

[18] A hot spot is defined as "a location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary" ("Runway Safety – Hot Spots Lists," Federal Aviation Administration, 2016).

section of future Taxiway G associated with the future Runway 9R-27L Extension extending west of the Cook/DuPage County Line

- pavement reconfiguration, connecting to the proposed Taxiways A and B Reconfiguration (Project 29), and a connection to the Terminal 1 apron between Concourses B and C
- pavement grading connecting to existing Runway 4L-22R, the existing Terminal 1 apron, existing Taxiway H (to be renamed Taxiway G), existing/future Taxiway A1, existing perpendicular Taxiway J, a section of future Taxiway G associated with the future Runway 9R-27L Extension, the future Runway 27L high-speed exit taxiway, proposed Taxiways A and B, and the connector taxiway sections to proposed Taxiway H (Project 31)

30.1 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with proposed Taxiway G are summarized in **Table 29**.

TABLE 29 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TAXIWAY G

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Taxiway G	Construct taxiway; realign parallel service roadway; integrate with existing, future, and proposed taxiways	▪ Construct approximately 700,000 square feet of taxiway pavement ▪ Realign the existing service road (12,000 square feet) parallel to Taxiway H ▪ Integrate with existing airfield: ○ Taxiway A ○ Taxiway B ○ Taxiway H ○ Taxiway J ▪ Integrate with future Taxiway G (associated with the future Runway 9R-27L Extension) ▪ Integrate with proposed airfield: ○ Taxiways A and B Reconfiguration) (Project 29) ○ Taxiways H and J (connector taxiways; Project 31)
Existing Taxiway A	Demolish pavement	▪ Demolish approximately 60,000 square feet of taxiway pavement
Existing Taxiway A2	Demolish pavement	▪ Demolish approximately 31,000 square feet of taxiway pavement
Existing Taxiway B	Demolish pavement	▪ Demolish approximately 56,000 square feet of taxiway pavement
Existing Taxiway E	Demolish pavement	▪ Demolish approximately 35,000 square feet of taxiway pavement
Existing Taxiway H	Demolish pavement	▪ Demolish approximately 330,000 square feet of taxiway pavement
Existing Taxiway J	Demolish pavement	▪ Demolish approximately 71,000 square feet of taxiway pavement
Future Taxiway G	Demolish pavement	▪ Demolish approximately 160,000 square feet of taxiway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

31. TAXIWAYS H AND J

31.1 PROJECT SUMMARY

Proposed Taxiways H and J (South of Runway 9R Extension from Taxiway SS to Runway 4L-22R), as shown on **Exhibit 31**, would replace sections of existing Taxiways E, H, J, J2, and SS with new taxiway pavement. Taxiways H and J would provide parallel ADG VI/TDG 7 taxiways, extending the future Taxiway H alignment from the existing Taxiway T/Taxiway T3 intersection east to Runway 4L-22R and the future Taxiway J alignment from Taxiway SS east to existing Taxiway J (future Taxiway R). Taxiways H and J are anticipated to provide approximately 750,000 square feet of new taxiway pavement. The Taxiways H and J project can be referenced in Appendix A.

31.2 PROJECT DESCRIPTION

Taxiways H and J would improve/provide more direct taxiway geometry and provide FAA standard parallel taxiway centerline separations south of Runway 9R-27L. Taxiways H and J would consist of two (2) parallel ADG VI/TDG 7 taxiways. Taxiways H and J are anticipated to provide approximately 480,000 square feet and 270,000 square feet, respectively, of new taxiway pavement. The taxiways would extend the future parallel taxiways associated with the future Runway 9R-27L Extension (Baseline Project B9), standardizing the centerline separations of the proposed parallel taxiways and proposed Taxiway G (Project 30).

Taxiway H would extend east from the Taxiway T/Taxiway T3 intersection to Runway 4L-22R. The taxiway separation would be 324 feet south of the proposed Taxiway G (Project 30), as specified in FAA Advisory Circular 150/5300-13A (Change 1), *Airport Design*, on the same alignment as a parallel taxiway associated with the future Runway 9R-27L Extension. Taxiway J would extend east from Taxiway SS to existing Taxiway J. The taxiway separation would be 324 feet south of the proposed Taxiway H, as specified in FAA Advisory Circular 150/5300-13A (Change 1), *Airport Design*, on the same alignment as a parallel taxiway associated with the future Runway 9R-27L Extension. Included with Taxiways H and J are sections of three (3) connector taxiways from Taxiway H to proposed parallel Taxiway G; two (2) of the connector taxiways would continue the north-south alignment south to the future Taxiways A and B Relocation (Baseline Project B62).

Taxiways H and J would require demolition of existing taxiway pavement (approximately 612,000 square feet), including sections of Taxiways E, H, J, J2, and SS. Future taxiway pavement, including sections of the future Taxiways A and B Relocation and a 900-foot span of a future section of Taxiway H associated with the future Runway 9R-27L Extension, would be demolished (approximately 51,000 square feet) and reconstructed to tie in and align with proposed Taxiway H. Sections of existing taxiway pavement would be retained (approximately 59,000 square feet) to tie in with the future Taxiways A and B Relocation.

Taxiways H and J would support airfield operations at O'Hare with new taxiways parallel to Runway 9R-27L, extending the future parallel taxiways associated with the future Runway 9R-27L Extension. Taxiways H and J would include the following features:

- taxiway pavement, including lighting and markings

- two (2) parallel ADG V/TDG 6 taxiways: between the Taxiway T/Taxiway T3 intersection and Runway 4L-22R; and between Taxiway SS and existing Taxiway J
- two (2) connector taxiways perpendicular to the proposed Taxiways H and J located south of proposed Taxiway G (Project 30), adjoining to the future Taxiways A and B Relocation; the westernmost taxiway adjoining to future Taxiway B would be ADG VI/TDG 7; the easternmost taxiway adjoining to Taxiway A would be ADG V/TDG 6
- one (1) ADG V/TDG 6 connector taxiway between proposed Taxiway G (Project 30) and proposed Taxiway H
- pavement grading connecting to existing Runway 4L-22R, future Taxiway H, future Taxiway J, the future Taxiways A and B Relocation, and the connector taxiways to proposed Taxiway G (Project 30)

31.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with proposed Taxiways H and J construction are summarized in **Table 30**.

TABLE 30 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TAXIWAYS H AND J

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Taxiway H	Construct taxiway; integrate with future and proposed taxiways	▪ Construct approximately 480,000 square feet of taxiway pavement ▪ Integrate with future airfield: ○ Taxiways A and B Relocation ○ Taxiway H (associated with the future Runway 9R-27L Extension) ▪ Integrate with proposed airfield: ○ Taxiway G (Project 30) via connector taxiways ○ Taxiway J
Proposed Taxiway J	Construct taxiway; integrate with future and proposed taxiways	▪ Construct approximately 270,000 square feet of taxiway pavement ▪ Reuse approximately 59,000 square feet of taxiway pavement ▪ Integrate with future airfield: ○ Taxiways A and B Relocation ○ Taxiway J ▪ Integrate with proposed Taxiway H
Existing Taxiway E	Demolish pavement	▪ Demolish approximately 42,000 square feet of taxiway pavement
Existing Taxiway J	Demolish pavement	▪ Demolish approximately 120,000 square feet of taxiway pavement

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Existing Taxiway J2	Demolish pavement	▪ Demolish approximately 200,000 square feet of taxiway pavement
Existing Taxiway SS	Demolish pavement	▪ Demolish approximately 110,000 square feet of taxiway pavement
Future Taxiway A	Demolish pavement	▪ Demolish approximately 5,700 square feet of taxiway pavement
Future Taxiway B	Demolish pavement	▪ Demolish approximately 45,000 square feet of taxiway pavement
Future Taxiway H	Demolish pavement	▪ Demolish approximately 140,000 square feet of taxiway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

32. TAXIWAYS P, V, AND Y RECONFIGURATION

32.1 PROJECT SUMMARY

The proposed Taxiways P, V, and Y Reconfiguration (between Taxiway RR and the existing Runway 28R Hold Pad), as shown on **Exhibit 32**, would replace existing sections of Taxiways P, V, Y, and Y4. The Taxiways P, V, and Y Reconfiguration would reconstruct existing taxiway pavement north and south of the approach end of Runway 28R, which would perpendicularly align Taxiway Y at the Runway 28R threshold. The Taxiways P, V, and Y Reconfiguration would accommodate ADG VI operations and provide approximately 1,300,000 square feet of new taxiway pavement. The Taxiways P, V, and Y Reconfiguration can be referenced in Appendix A.

32.2 PROJECT DESCRIPTION

The Taxiways P, V, and Y Reconfiguration would reduce existing irregular geometry by creating a standard 90-degree intersection between Taxiway Y and Runway 10L-28R. Additionally, the reconstructed portion of Taxiway Y would provide FAA standard ADG VI taxiway/shoulder width. The Taxiways P, V, and Y Reconfiguration would reconstruct the Runway 28R Hold Pad as shown on Exhibit 32 to form the eastern sections of Taxiways LL, N, and V. The new eastern extensions of Taxiways V and N would be designed and built for ADG V. The new east extension of Taxiway LL would be designed and built for ADG VI. The east extensions of proposed Taxiways LL and V would integrate with the future Taxiway LL – Phase 2 (Baseline Project 78a) and the east extension of proposed Taxiway N would integrate with future Taxiway N Realignment (Baseline Project 78b).

The Taxiways P, V, and Y Reconfiguration would reconstruct Taxiway P at the intersection with Taxiway Y. From Taxiway RR to Runway 10L-28R, Taxiway Y would be reconstructed and sited east of its existing alignment, configured to align perpendicularly to the Runway 28R threshold. The reconstruction of the Taxiway Y/Taxiway Y4 intersection would be included in the Taxiways P, V, and Y Reconfiguration.

The Taxiways P, V, and Y Reconfiguration would provide approximately 1,300,000 square feet of new or reconstructed taxiway pavement and demolish approximately 1,600,000 square feet existing taxiway pavement, including sections of the Runway 28R Hold Pad, Taxiways N, P, V, Y, and Y4, as well as Runway 10L-28R shoulder pavement.

This project will provide geometric modifications to accommodate taxiway movements associated with Runways 10L-28R and 4R-22L and Terminal 5. The existing Runway 28R hold pad, approximately 475,000 square feet, would be demolished to accommodate north-south and east-west taxi routes.

The Taxiways P, V, and Y Reconfiguration would support airfield operations with reconstructed taxiways to reduce irregular geometry at the Taxiway Y crossing of Runway 10L-28R. The Taxiways P, V, and Y Reconfiguration would include the following features:

- taxiway pavement, including lighting and markings
  - two (2) ADG VI taxiways, including realignment of existing Taxiway Y between Runway 10L-28R and Taxiway P, and the eastern extension of Taxiway LL (future Taxiway LL – Phase 2)

  - two (2) ADG V taxiways, including an eastern extension of proposed Taxiway V and a tie-in with the future Taxiway N Realignment
  - three (3) ADG VI connector taxiways between Taxiways LL and V
- pavement grading connecting to existing Runways 10L-28R and 4R-22L, existing Taxiways P, Y (at Taxiway RR), and Y4, and the future Taxiway LL – Phase 2 and future Taxiway N Realignment

32.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Taxiways P, V, and Y Reconfiguration are summarized in **Table 31**.

TABLE 31 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TAXIWAYS P, V, AND Y RECONFIGURATION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Taxiway Y	Construct taxiway pavement; integrate with existing runway/taxiways, proposed taxiways, and future taxiways	▪ Construct approximately 920,000 square feet of taxiway pavement, including eastern extensions of Taxiways LL and N ▪ Integrate with existing airfield: ○ Runway 10L-28R ○ Taxiway P ○ Taxiway V ○ Taxiway Y ○ Taxiway Y4 ▪ Integrate with future airfield: ○ Taxiway LL – Phase 2 ○ Taxiway N Realignment
Proposed Taxiway V	Construct taxiway pavement; integrate with existing runway and proposed taxiways	▪ Construct approximately 380,000 square feet of taxiway pavement ▪ Integrate with existing Runway 4R-22L ▪ Integrate with future Taxiway LL – Phase 2
Existing Runway 10L-28R	Demolish pavement	▪ Demolish approximately 7,000 square feet of runway shoulder pavement
Existing Runway 28R Hold Pad	Demolish pavement	▪ Demolish approximately 475,000 square feet of taxiway pavement
Existing Taxiway N	Demolish pavement	▪ Demolish approximately 265,000 square feet of taxiway pavement
Existing Taxiway P	Demolish pavement	▪ Demolish approximately 30,000 square feet of taxiway pavement
Existing Taxiway V	Demolish pavement	▪ Demolish approximately 197,000 square feet of taxiway pavement
Existing Taxiway Y	Demolish pavement	▪ Demolish approximately 520,000 square feet of taxiway pavement
Existing Taxiway Y4	Demolish pavement	▪ Demolish approximately 65,000 square feet of taxiway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

33. TERMINAL 1 CONCOURSE C EXPANSION (NORTH)

33.1 PROJECT SUMMARY

The proposed Terminal 1 Concourse C Expansion (North), as shown on **Exhibit 33**, would integrate with existing Terminal 1 Concourse C (ALP Building 226). The Terminal 1 Concourse C Expansion (North), referred to as the Concourse C North Expansion in this document, would provide approximately 32,000 square feet of passenger terminal space for airline lounge space, holdrooms, commercial space, and MEP engineering systems. The Concourse C North Expansion would enhance passenger level of service by providing a range of airside terminal functions, including aircraft gates, passenger holdrooms, various passenger amenities, and circulation space. The Concourse C North Expansion can be referenced in Appendix A.

33.2 PROJECT DESCRIPTION

The Concourse C North Expansion would consist of a two (2) level expansion of the existing terminal building on the apron and concourse levels. The expansion footprint would be approximately 16,000 square feet (250 feet by 65 feet).

The Concourse C North Expansion would be located between Gates C20 and C24, modifying up to 315 feet of the Concourse C façade and adjoin to the Concourse C northwest façade. The west elevation of the proposed expansion would align with the west elevation of the existing Concourse C holdroom area. The proposed expansion roof height would align with the adjacent Concourse C roof height at base of existing sloped skylights.

The Concourse C North Expansion would require demolition of existing Terminal 1 Concourse C apron pavement (approximately 16,000 square feet). The expansion would require the relocation of passenger loading bridges and downgauging of aircraft parking at Gates C22 and C24, restricting use of these gates to aircraft no longer than 104 feet.

The Concourse C North Expansion would support airline and tenant operations with a new and modern terminal space and include the following features:

- circulation areas, including public and non-public corridors
  - circulation within the Concourse C North Expansion and between the expansion and existing Concourse C
  - vertical circulation, including access to apron level
- commercial space, including amenities, concessions, offices, operations, restrooms, retail, and storage
- passenger and airline employee support facilities, including customer service desks, lounges, VIP areas, and crew areas
- holdrooms, including space for CUTE, seating, and queuing areas
- MEP engineering systems, including data fiber connections and necessary communications rooms

33.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Concourse C North Expansion are summarized in **Table 32**.

TABLE 32 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED CONCOURSE C NORTH EXPANSION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Terminal 1, Concourse C North Expansion	Expand terminal building	▪ Construct approximately 16,000-square-foot expansion
Existing Terminal 1, Concourse C	Integrate with the Concourse C North Expansion	▪ Remove and/or modify up to 315 feet of Concourse C façade between Gates C20 and C24 (apron and concourse levels) to tie in with the expansion ▪ Reduce size of two (2) gates (Gates C22 and C24) to aircraft no longer than 104 feet ▪ Maintain roof height with adjacent Concourse C roof height at base of existing sloped skylights
Existing Terminal 1, Concourse C Apron	Demolish pavement	▪ Demolish approximately 16,000 square feet of apron pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

35. CENTRALIZED DISTRIBUTION AND RECEIVING FACILITY

35.1 PROJECT SUMMARY

The Centralized Distribution and Receiving Facility (Draft Future ALP Facility S9), as shown on **Exhibit 35**, would support goods delivery and recyclables removal through a new building on an undeveloped site in the western area of airport property. This facility would consolidate deliveries away from the terminal area, enhancing security and reducing traffic congestion in the terminal area. The Centralized Distribution and Receiving Facility, referred to as the CDRF in this document, is anticipated to require approximately 330,000 square feet of land, accessible from West Cargo Road on the landside and an airside service roadway southwest of the Runway 10C threshold. The Centralized Distribution and Receiving Facility can be referenced in Appendix A.

35.2 PROJECT DESCRIPTION

The CDRF would consolidate packaged goods delivery and recyclables removal operations away from the terminal area, which would support delivery and pick-up time flexibility and reduce congestion in the terminal area for other users of the roadways and curbsides. The CDRF would also enhance security by isolating inspection and screening of delivered goods away from the terminal area, which would reduce the volume of unscreened vehicles standing near the terminal buildings. The CDRF would have landside access to allow goods to be delivered and recyclables removed landside, minimizing the need to screen vehicles for airside access.

The CDRF would consist of a building (approximately 75,000 square feet) and approximately 205,000 square feet of new pavement for airside and landside surface parking lots, access roadways, and truck docks. It would be constructed on an undeveloped area approximately 1,400 feet east of the Southwest Cargo area. A section of the existing AOA fence (approximately 790 feet) would be removed on the northeast side of the proposed CDRF to provide airside access. New AOA fencing (approximately 160 feet) would be installed on the east side of the proposed CDRF to separate airside from landside.

An approximately 48,000 square-foot detention basin would be constructed on the west side of the CDRF. The detention basin would be designed and managed in accordance with FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*.

The CDRF goods and recyclables processing would be contained within the building with no outside storage and include the following features:

- goods delivery, storage, screening, and recyclables removal building
- airside parking and truck docks, including access roadway
- landside parking and truck docks, including access roadway
- MEP engineering systems, including data fiber connections and necessary communications rooms

The CDRF is anticipated to handle airside and landside recyclables that originate at the terminal areas and are generated by the operators of concessions outlets, including retail, food, and beverage outlets. Typical recyclables generated by concessionaires include newspapers, magazines, empty kegs and bottles, grease, and cardboard. These recyclables would be processed through a fully enclosed structure at the CDRF.

Stormwater would be temporarily stored in the proposed detention basin and discharged by gravity though a proposed outlet pipe to Bensenville Ditch.

35.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed CDRF are summarized in **Table 33**.

TABLE 33 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED CDRF

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Centralized Distribution and Receiving Facility (CDRF)	Construct CDRF	▪ Construct approximately 75,000-square-foot building
Proposed CDRF Airside Surface Parking Lot	Construct roadway pavement; integrate with existing airside service roadway	▪ Construct approximately 64,000 square feet of pavement for airside parking, truck docks, and access roadway ▪ Integrate with existing airside service roadway
Proposed CDRF Landside Surface Parking Lot	Construct roadway pavement; integrate with existing West Cargo Road	▪ Construct approximately 140,000 square feet of pavement for landside parking, truck docks, and access roadway ▪ Integrate with existing West Cargo Road
Proposed CDRF AOA Fence Relocation	Demolish existing fence; install replacement fence	▪ Demolish approximately 790 feet of existing AOA fence ▪ Install approximately 160 feet of replacement AOA fence
Proposed Detention Basin	Construct detention basin	▪ Construct approximately 48,000 square-foot detention basin (approximately 3.5 acre-feet)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

37. TAXIWAY T DEMOLITION

37.1 PROJECT SUMMARY

The proposed Taxiway T Demolition, as shown on **Exhibit 37**, would support airfield operations by eliminating an irregular taxiway intersection between existing Taxiways P and P6 and reducing the risk of an incursion or aircraft accidentally crossing Runway 10C-28C. The Taxiway T Demolition can be referenced in Appendix A.

37.2 PROJECT DESCRIPTION

Taxiway T was constructed to provide access to the Southeast Cargo area during the construction of Runway 10C-28C and is no longer needed. The existing pavement is an "inadvisable co-location" of Taxiway T with high-speed Taxiway P6 as defined in FAA Advisory Circular (AC) 150/5300-13A (Change 1), *Airport Design*. The Taxiway T Demolition would remove approximately 35,000 square feet of taxiway pavement between Taxiways P and P6.

37.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Taxiway T Demolition are summarized in **Table 34**.

TABLE 34 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TAXIWAY T DEMOLITION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Taxiway T Demolition	Demolish taxiway pavement	▪ Demolish approximately 35,000 square feet of taxiway pavement between Taxiway P and Taxiway P6

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

38. TAXIWAY DD REALIGNMENT AT THE TAXIWAY Q INTERSECTION

38.1 PROJECT SUMMARY

The proposed Taxiway DD Realignment at the Taxiway Q Intersection (near the South Central Cargo Apron), as shown on **Exhibit 38**, would realign the southernmost portion of Taxiway DD and easternmost portion of Taxiway Q. The Taxiway DD Realignment at the Taxiway Q Intersection, referred to as the Taxiway DD Realignment in this document, would demolish approximately 120,000 square feet of existing Taxiway DD and Taxiway Q pavement and construct approximately 120,000 square feet of taxiway pavement to realign the intersection. The Taxiway DD Realignment can be referenced in Appendix A.

38.2 PROJECT DESCRIPTION

The existing intersection of Taxiway DD and Taxiway Q does not meet design standards as defined in FAA Advisory Circular (AC) 150/5300-13A (Change 1), *Airport Design*. Proper taxiway design does not provide direct access from apron to runway without a turn. The Taxiway DD realignment would support airfield operations by eliminating the inadvisable taxiway intersection configuration and realigning the taxiway to create a turn prior to accessing Runway 10C-28C from the South Central Cargo Apron. The Taxiway DD Realignment would add approximately 120,000 square feet of taxiway pavement between existing Taxiways D and Q, and the South Central Cargo Apron.

38.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Taxiway DD Realignment are summarized in **Table 35**.

TABLE 35 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TAXIWAY DD REALIGNMENT

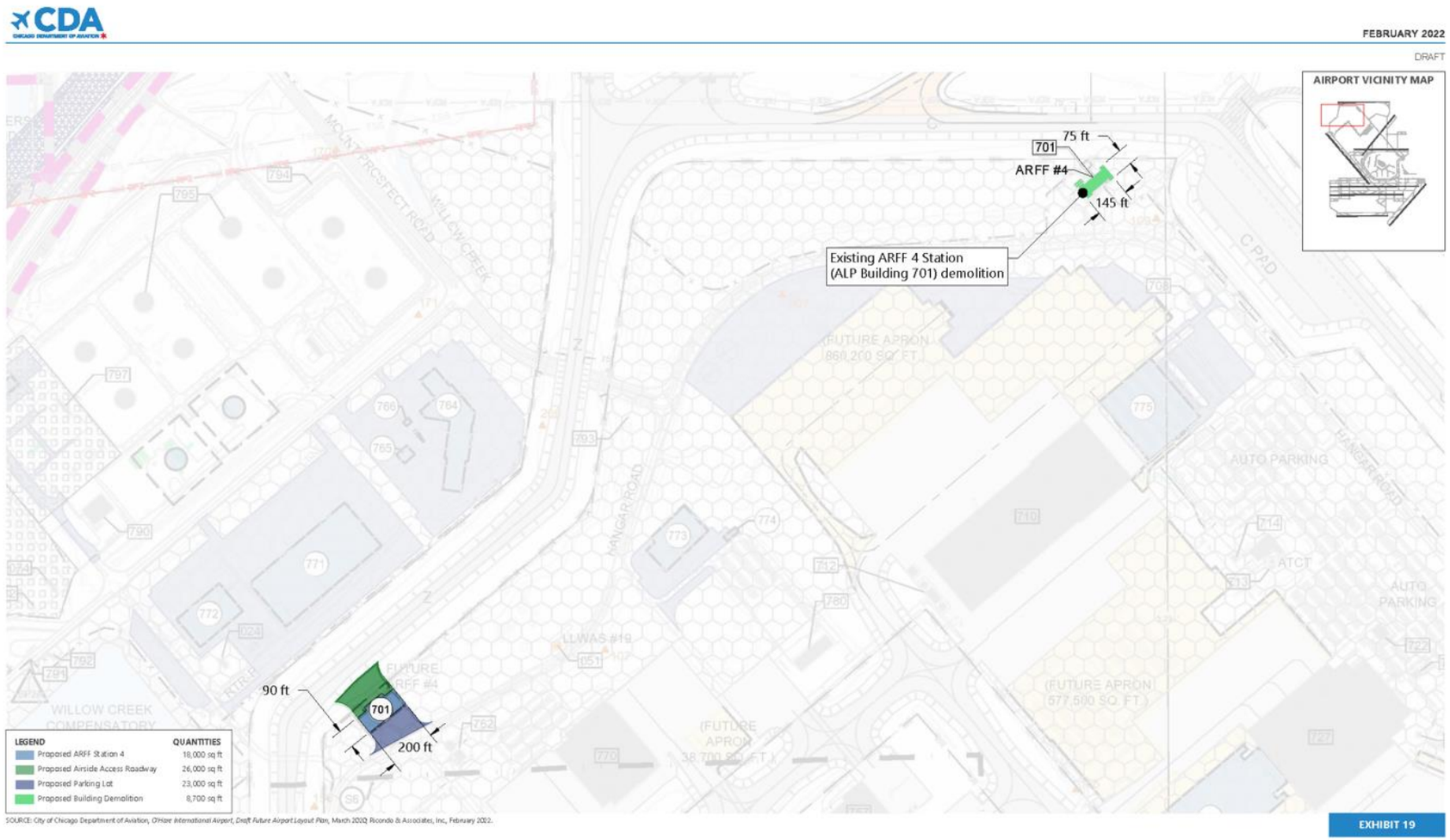
FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Taxiway DD Realignment	Realign Taxiway DD	▪ Construct approximately 120,000 square feet of taxiway pavement between Taxiway DD and Taxiway Q ▪ Demolish 120,000 square feet of existing taxiway pavement

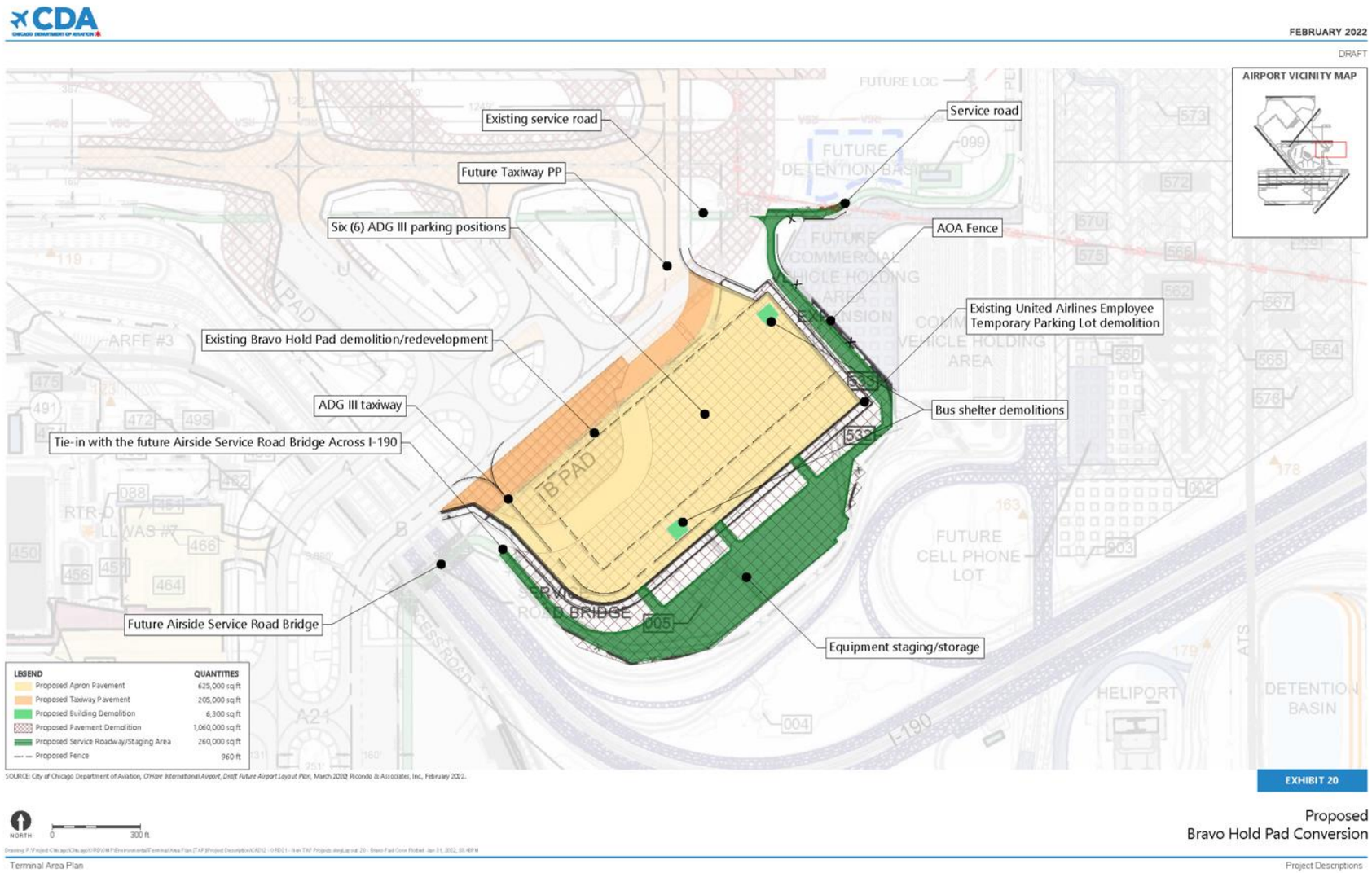
SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

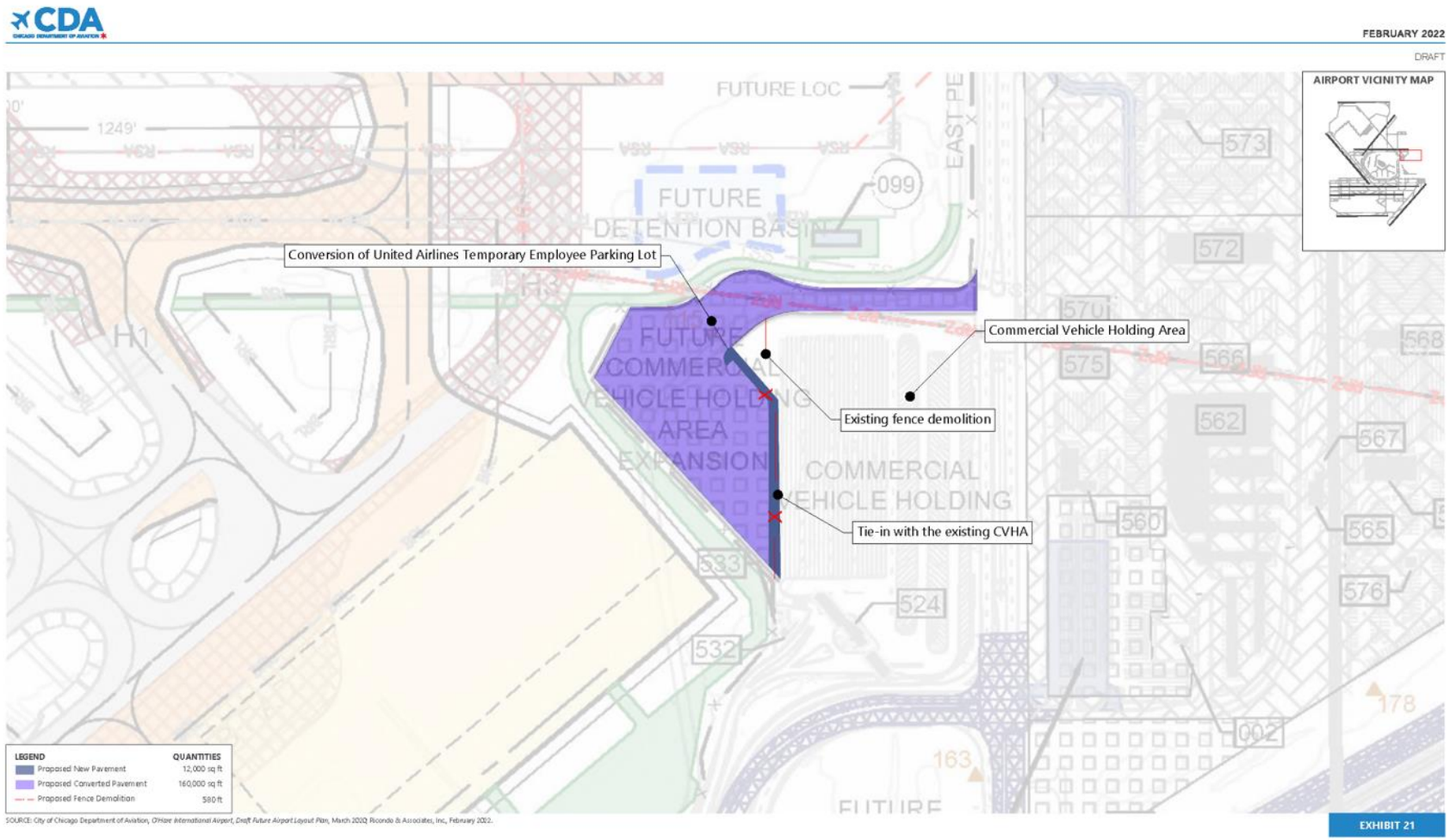
EXHIBITS

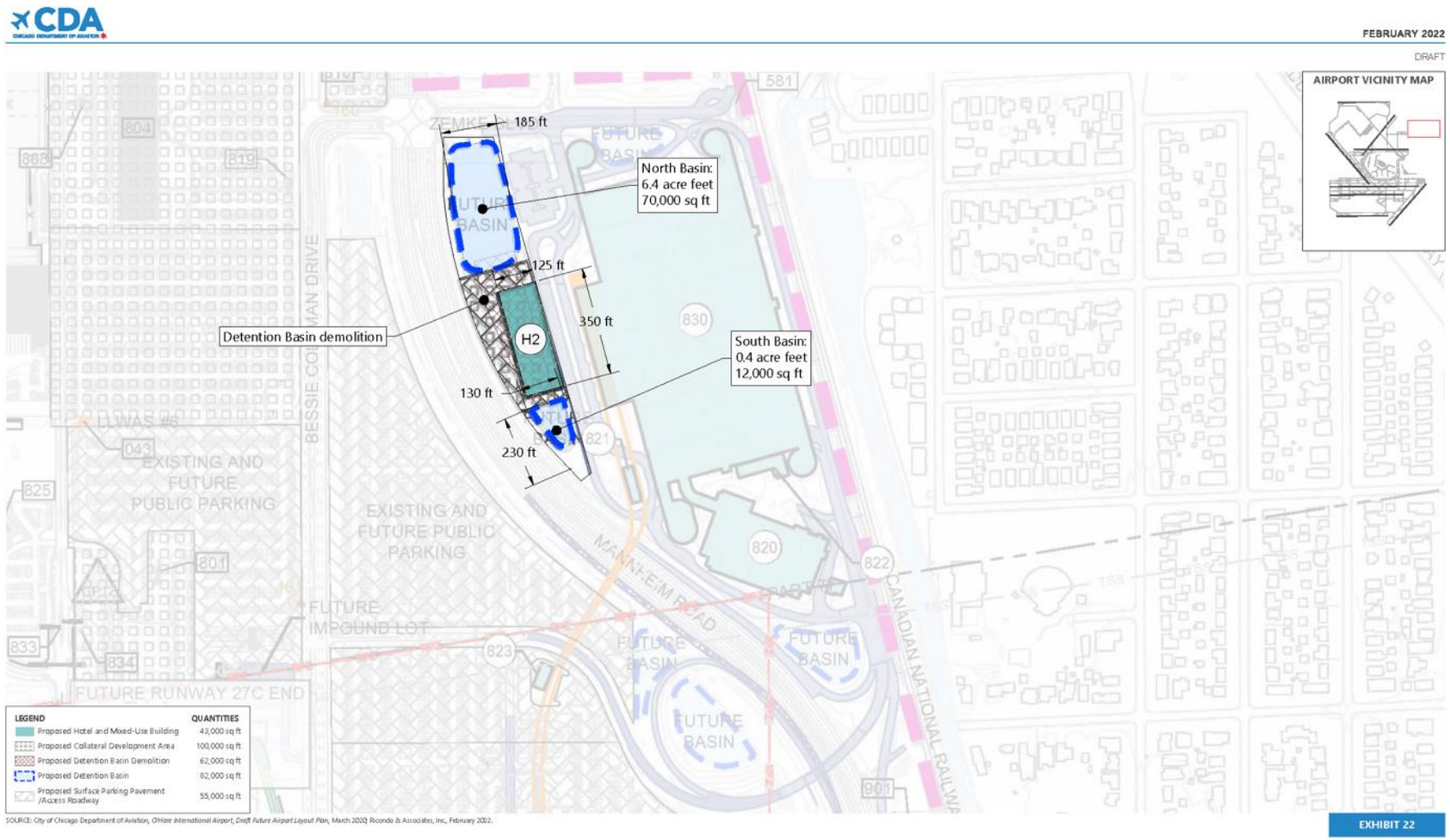
TAP Project Descriptions
Projects 19-38
Chicago O'Hare International Airport

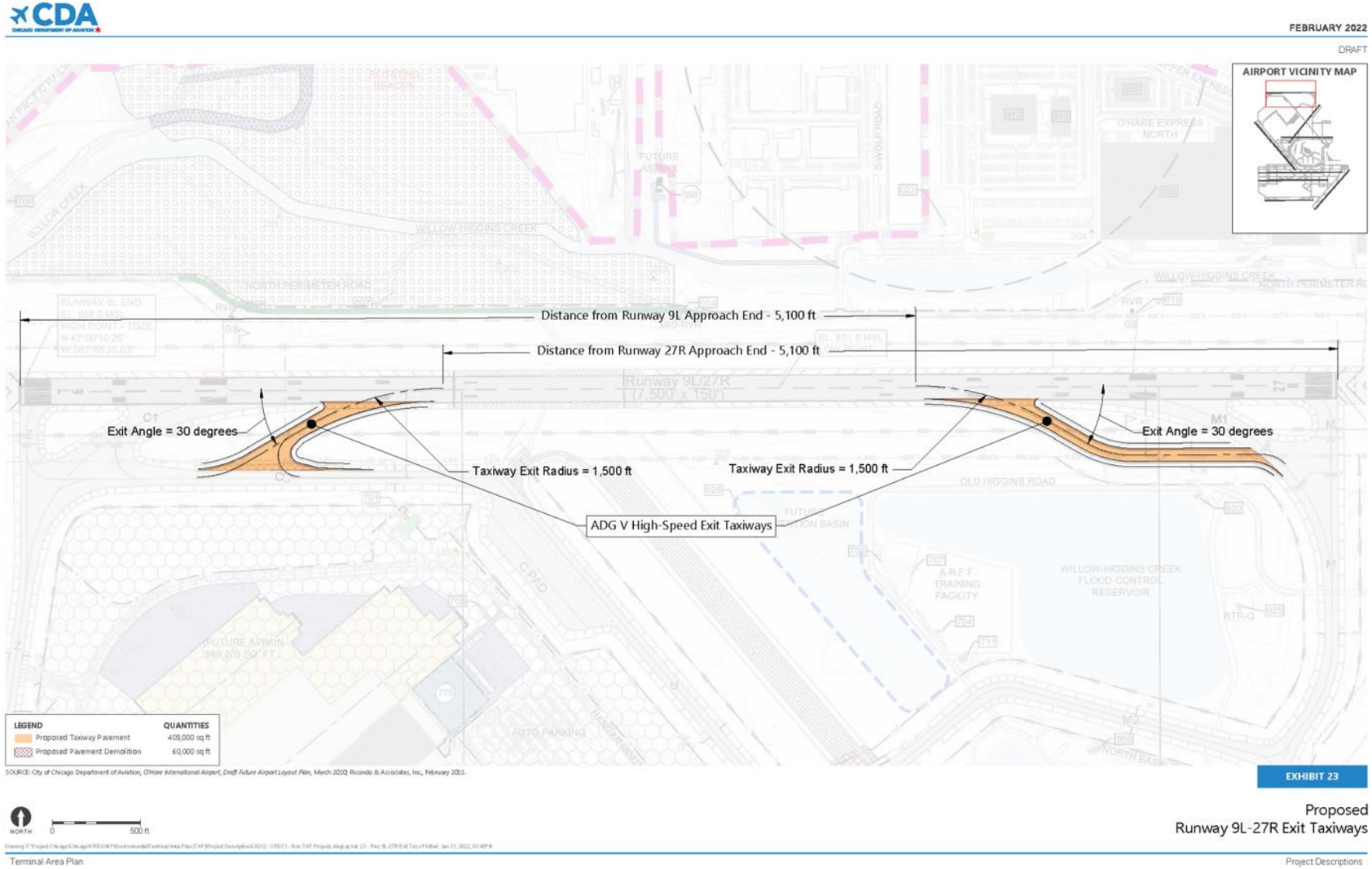
Projects 18, 27, 28, 34, and 36 have been moved to Baseline; refer to Projects B79, B78a, B78b, B80, and B81 in Appendix A.

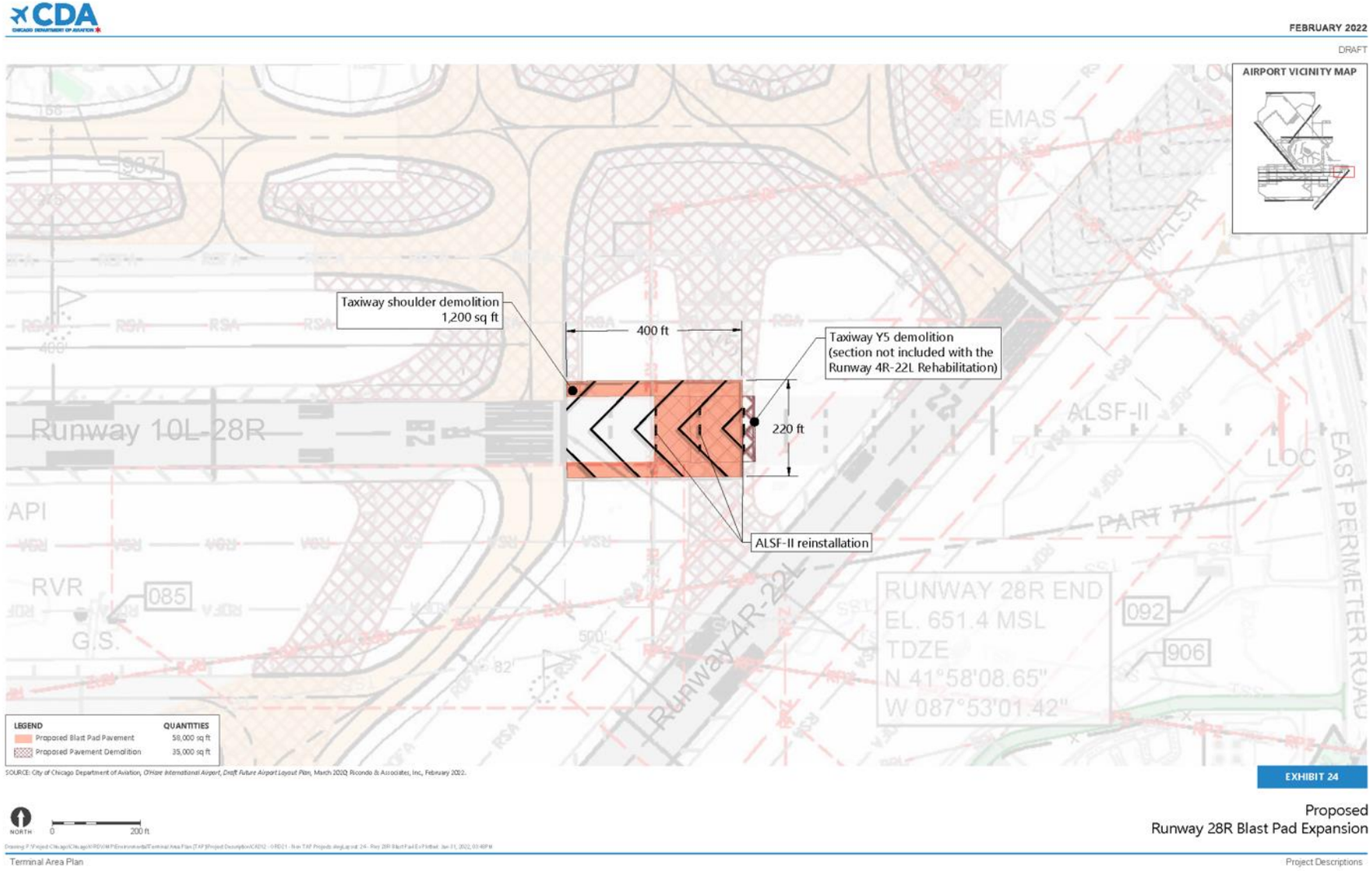

CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
75 ft
701
ARFF #4
145 ft
Existing ARFF 4 Station
(ALP Building 701) demolition
90 ft
701
200 ft
LEGEND
QUANTITIES
Proposed ARFF Station 4
18,000 sq ft
Proposed Airside Access Roadway
26,000 sq ft
Proposed Parking Lot
23,000 sq ft
Proposed Building Demolition
8,700 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 19
NORTH
0
400 ft
Proposed
Airport Rescue and Firefighting (ARFF) Station 4 Relocation
Terminal Area Plan
Project Descriptions

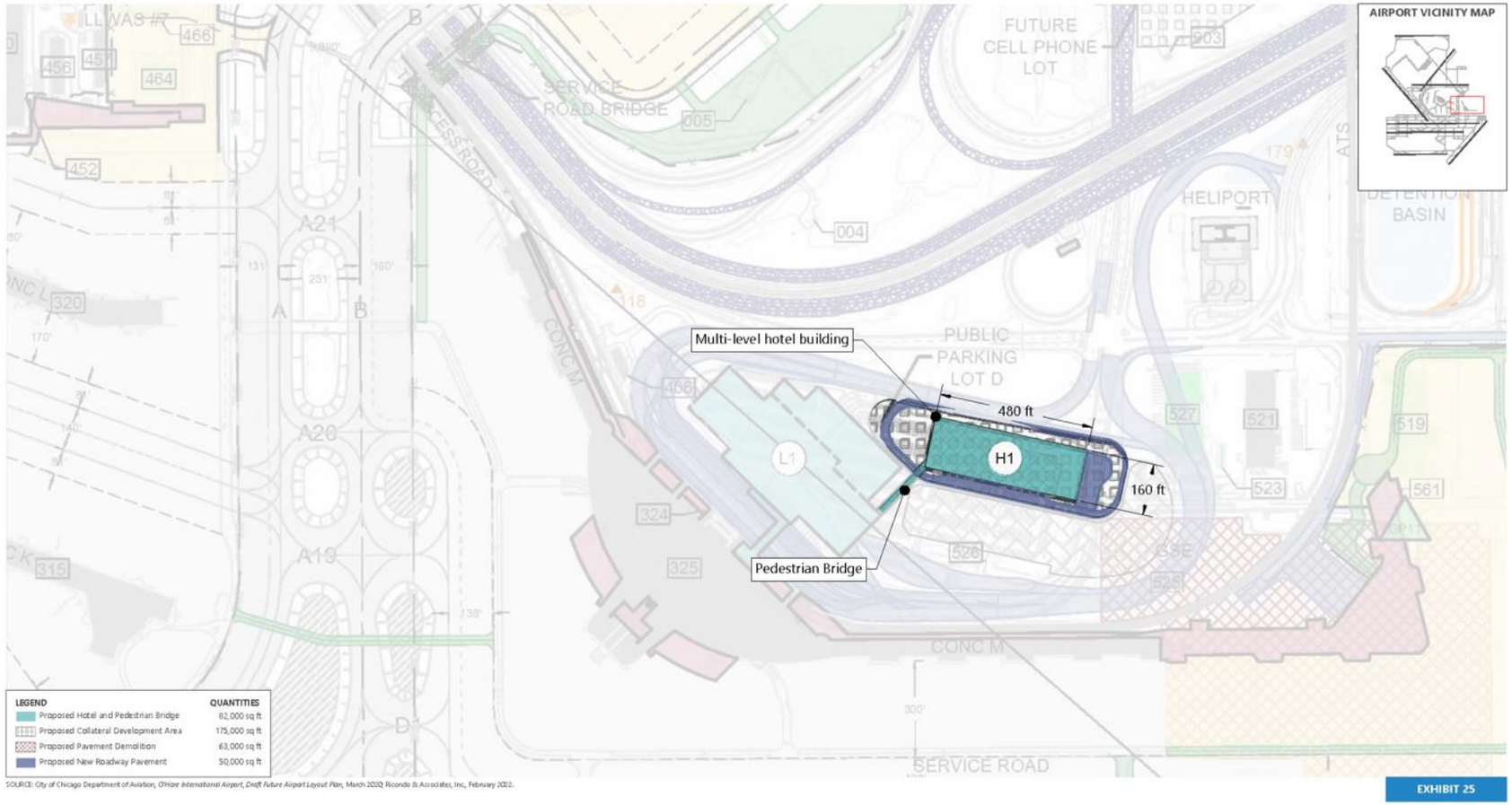

CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Existing service road
Future Taxiway PP
Six (6) ADG III parking positions
Existing Bravo Hold Pad demolition/redevelopment
ADG III taxiway
Tie-in with the future Airside Service Road Bridge Across I-190
Future Airside Service Road Bridge
Service road
AOA Fence
Existing United Airlines Employee Temporary Parking Lot demolition
Bus shelter demolitions
Equipment staging/storage
FUTURE DETENTION BASIN
FUTURE COMMERCIAL VEHICLE HOLDING AREA
FUTURE CELL PHONE LOT
HELIPORT
DETENTION BASIN
ARFF #3
RTR-D
B PAD
I-190
LEGEND
QUANTITIES
Proposed Apron Pavement 625,000 sq ft
Proposed Taxiway Pavement 205,000 sq ft
Proposed Building Demolition 6,300 sq ft
Proposed Pavement Demolition 1,060,000 sq ft
Proposed Service Roadway/Staging Area 260,000 sq ft
Proposed Fence 960 ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
NORTH
0
300 ft
EXHIBIT 20
Proposed
Bravo Hold Pad Conversion
Terminal Area Plan
Project Descriptions

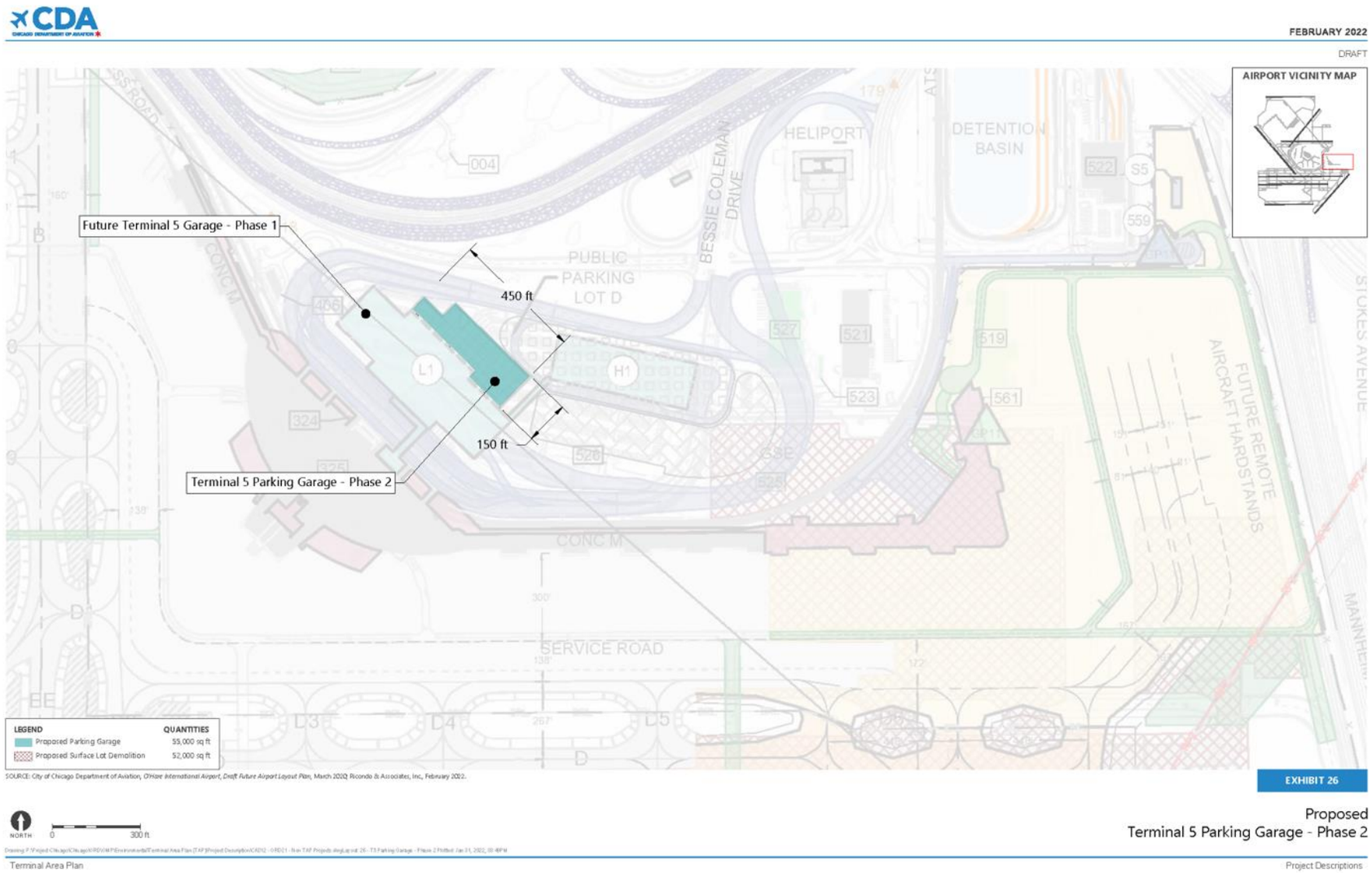

CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Conversion of United Airlines Temporary Employee Parking Lot
Commercial Vehicle Holding Area
Existing fence demolition
Tie-in with the existing CVHA
FUTURE LOC
FUTURE DETENTION BASIN
FUTURE COMMERCIAL VEHICLE HOLDING AREA EXPANSION
COMMERCIAL VEHICLE HOLDING
EAST PE
H1
H2
H3
1249'
099
573
572
570
568
575
566
562
567
560
565
533
524
576
532
178
002
163
FUTURE
LEGEND
QUANTITIES
Proposed New Pavement 12,000 sq ft
Proposed Converted Pavement 160,000 sq ft
Proposed Fence Demolition 580 ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 21
NORTH
0
200 ft
Proposed
Commercial Vehicle Holding Area (CVHA) Expansion
Terminal Area Plan
Project Descriptions

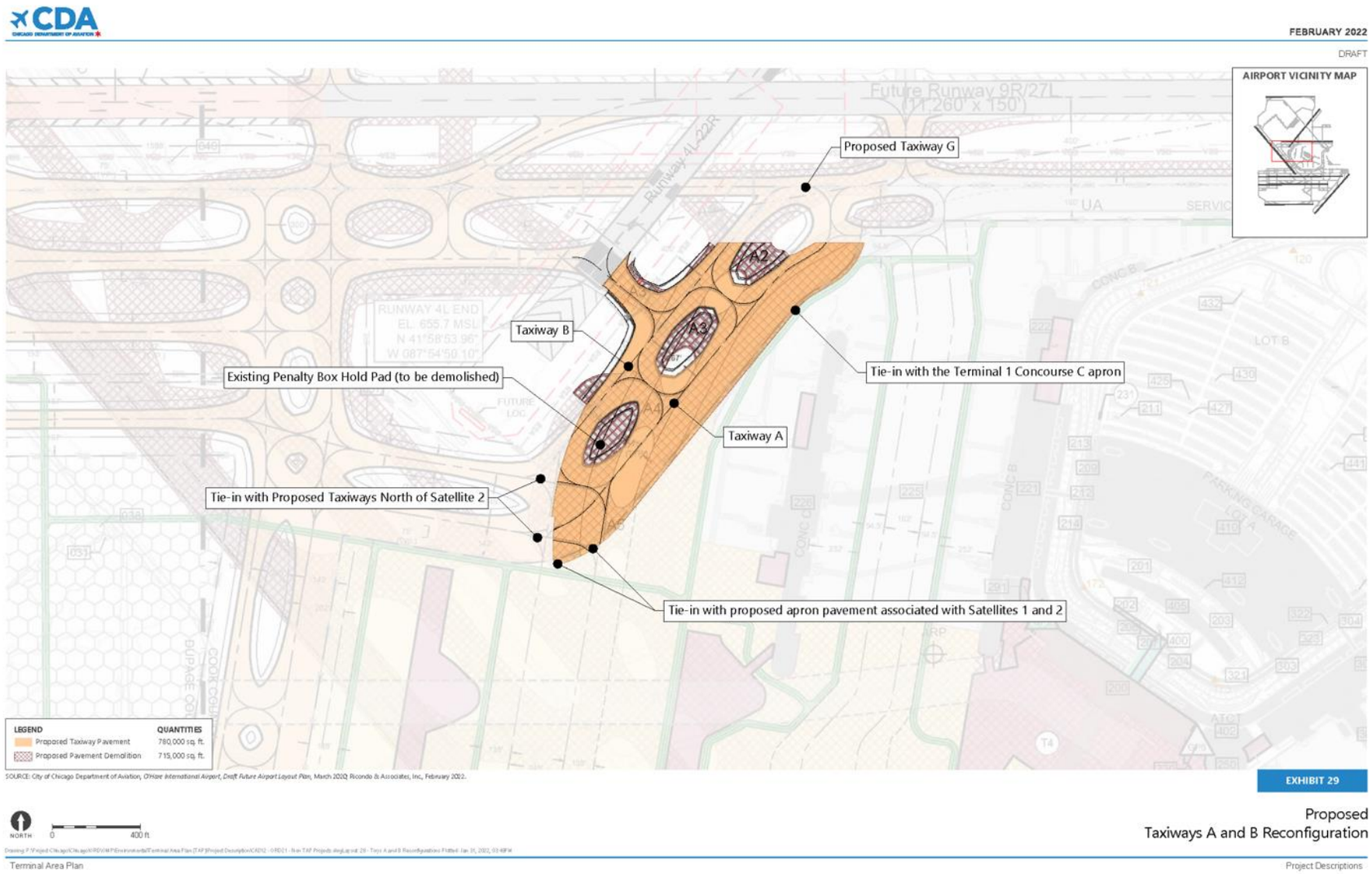

CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
185 ft
North Basin:
6.4 acre feet
70,000 sq ft
125 ft
350 ft
Detention Basin demolition
H2
South Basin:
0.4 acre feet
12,000 sq ft
130 ft
230 ft
BESSIE COLEMAN DRIVE
EXISTING AND FUTURE PUBLIC PARKING
EXISTING AND FUTURE PUBLIC PARKING
MANNHEIM ROAD
CANADIAN NATIONAL RAILWAY
FUTURE IMPOUND LOT
FUTURE RUNWAY 27C END
FUTURE BASIN
FUTURE BASIN
FUTURE BASIN
LEGEND
QUANTITIES
Proposed Hotel and Mixed-Use Building 43,000 sq ft
Proposed Collateral Development Area 100,000 sq ft
Proposed Detention Basin Demolition 62,000 sq ft
Proposed Detention Basin 82,000 sq ft
Proposed Surface Parking Pavement /Access Roadway 55,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 22
NORTH
0
300 ft
Proposed
Multimodal Facility (MMF) Hotel, Mixed-Use Development, and Detention Basin Relocation
Terminal Area Plan
Project Descriptions

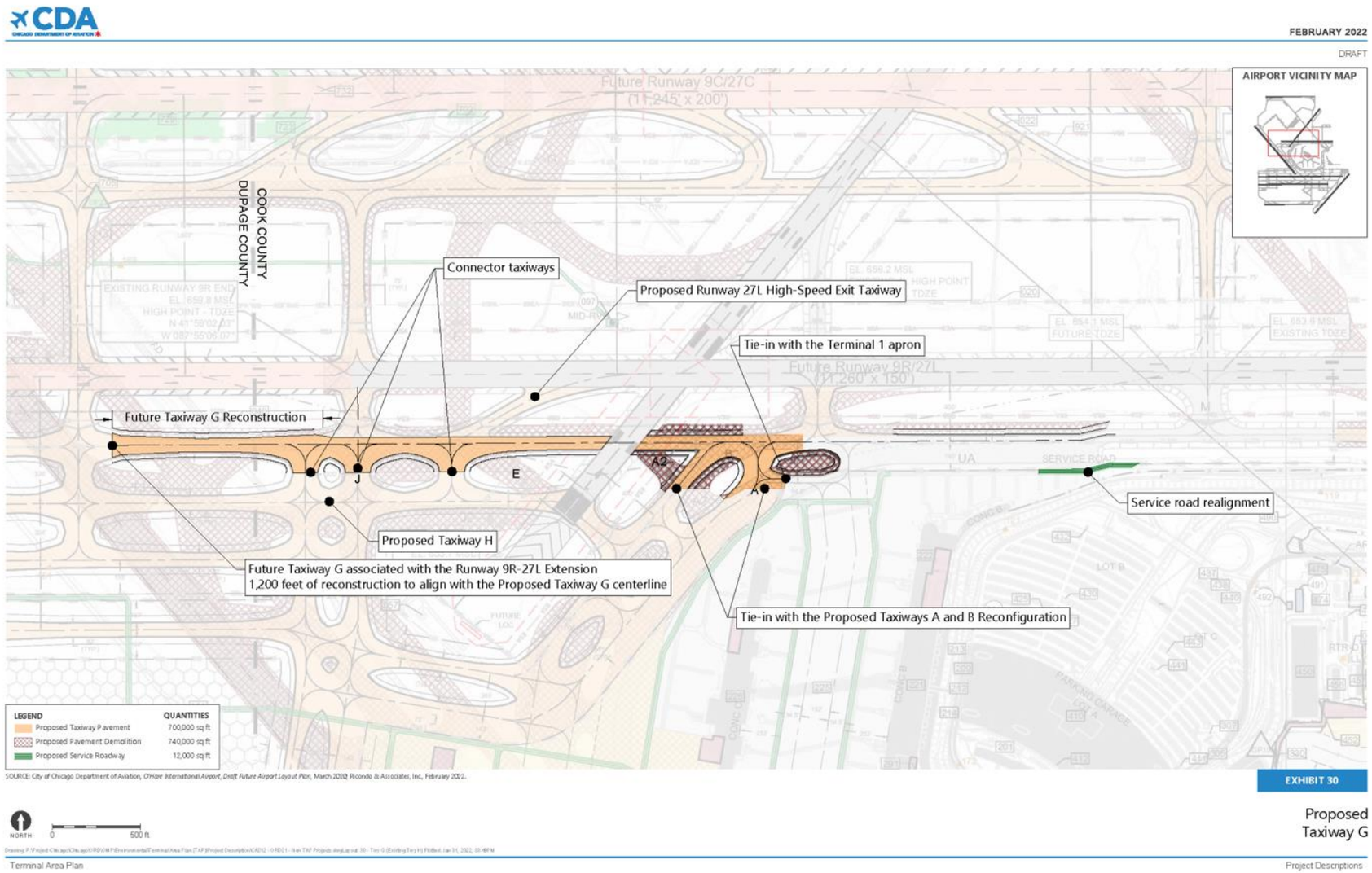

CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Distance from Runway 9L Approach End - 5,100 ft
Distance from Runway 27R Approach End - 5,100 ft
Runway 9L/27R
(7,500' x 150')
Exit Angle = 30 degrees
Exit Angle = 30 degrees
Taxiway Exit Radius = 1,500 ft
Taxiway Exit Radius = 1,500 ft
ADG V High-Speed Exit Taxiways
LEGEND
QUANTITIES
Proposed Taxiway Pavement
405,000 sq ft
Proposed Pavement Demolition
60,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
NORTH
0
500 ft
EXHIBIT 23
Proposed
Runway 9L-27R Exit Taxiways
Terminal Area Plan
Project Descriptions

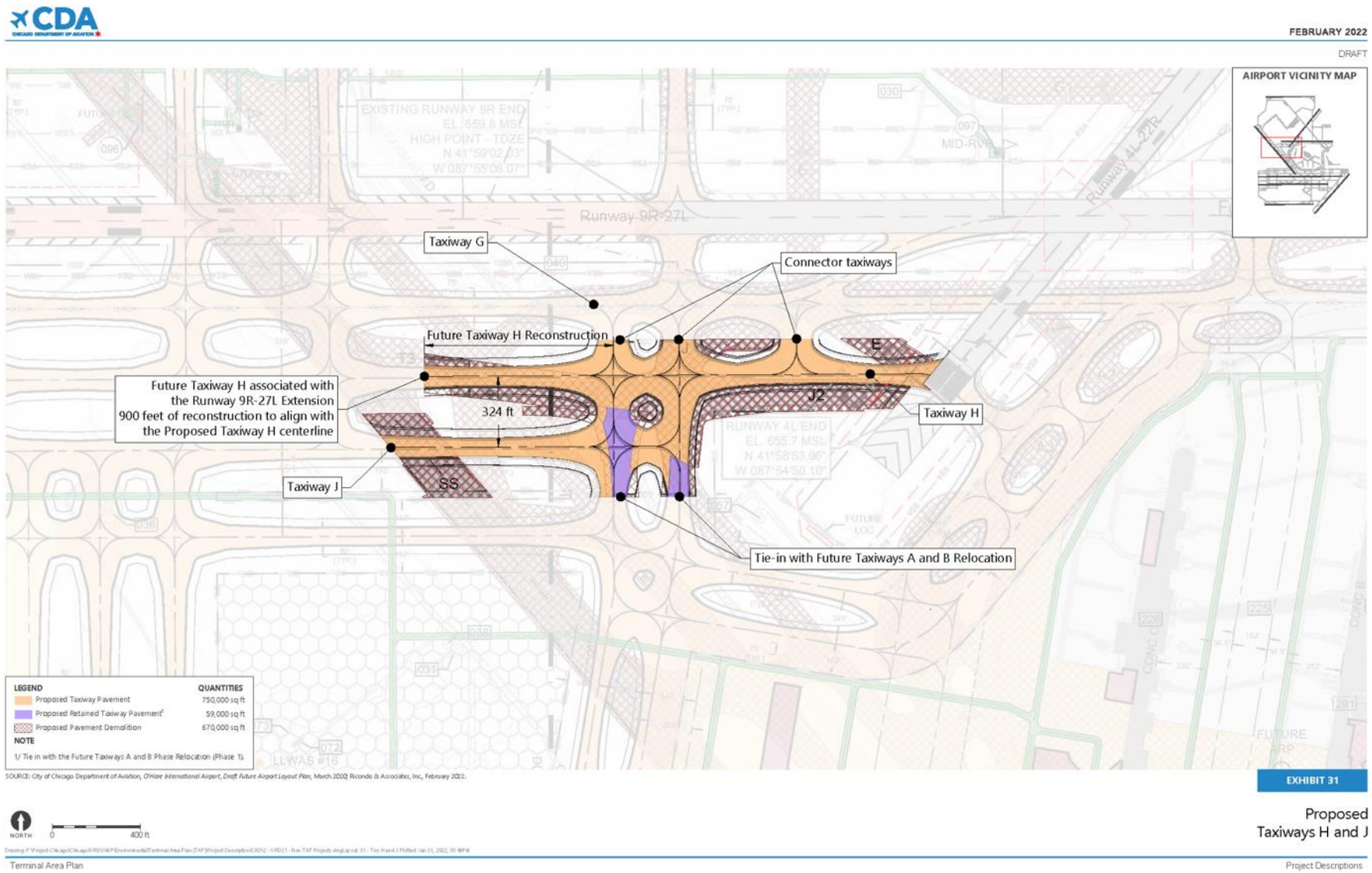

CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Taxiway shoulder demolition
1,200 sq ft
400 ft
Taxiway Y5 demolition
(section not included with the
Runway 4R-22L Rehabilitation)
220 ft
ALSF-II reinstallation
Runway 10L-28R
Runway 4R-22L
EMAS
MALSR
ALSF-II
LOC
PART 77
EAST PERIMETER ROAD
RUNWAY 28R END
EL. 651.4 MSL
TDZE
N 41°58'08.65"
W 087°53'01.42"
API
RVR
G.S.
LEGEND
QUANTITIES
Proposed Blast Pad Pavement
58,000 sq ft
Proposed Pavement Demolition
35,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
NORTH
0
200 ft
EXHIBIT 24
Proposed
Runway 28R Blast Pad Expansion
Terminal Area Plan
Project Descriptions

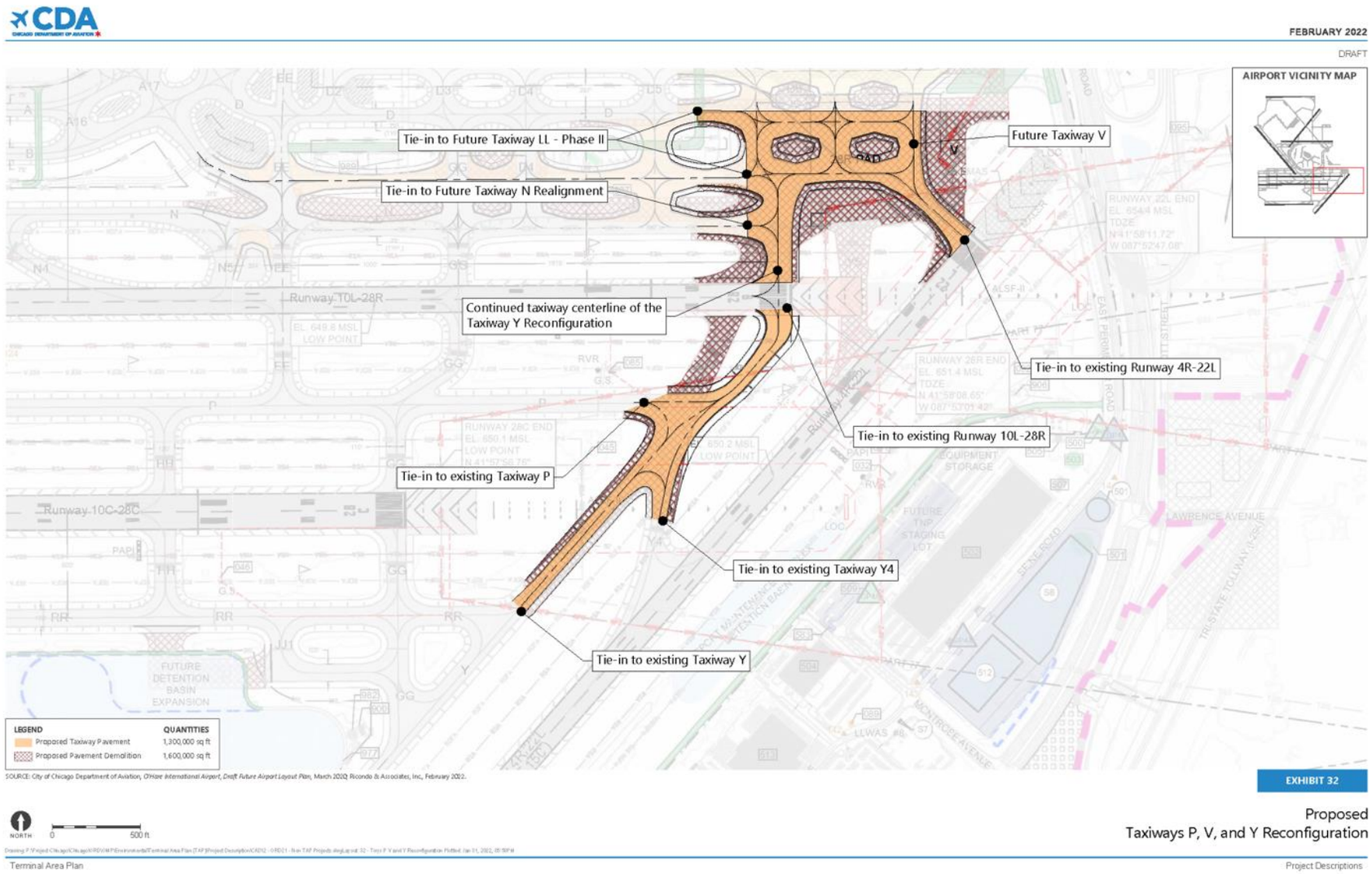

CDA
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Multi-level hotel building
480 ft
160 ft
H1
L1
Pedestrian Bridge
PUBLIC PARKING LOT D
FUTURE CELL PHONE LOT
SERVICE ROAD BRIDGE
HELIPORT
ATS
DETENTION BASIN
SERVICE ROAD
CONC M
LEGEND
QUANTITIES
Proposed Hotel and Pedestrian Bridge 82,000 sq ft
Proposed Collateral Development Area 175,000 sq ft
Proposed Pavement Demolition 63,000 sq ft
Proposed New Roadway Pavement 50,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
NORTH
0
300 ft
EXHIBIT 25
Proposed
Terminal 5 Hotel Facility and Pedestrian Bridge
Terminal Area Plan
Project Descriptions

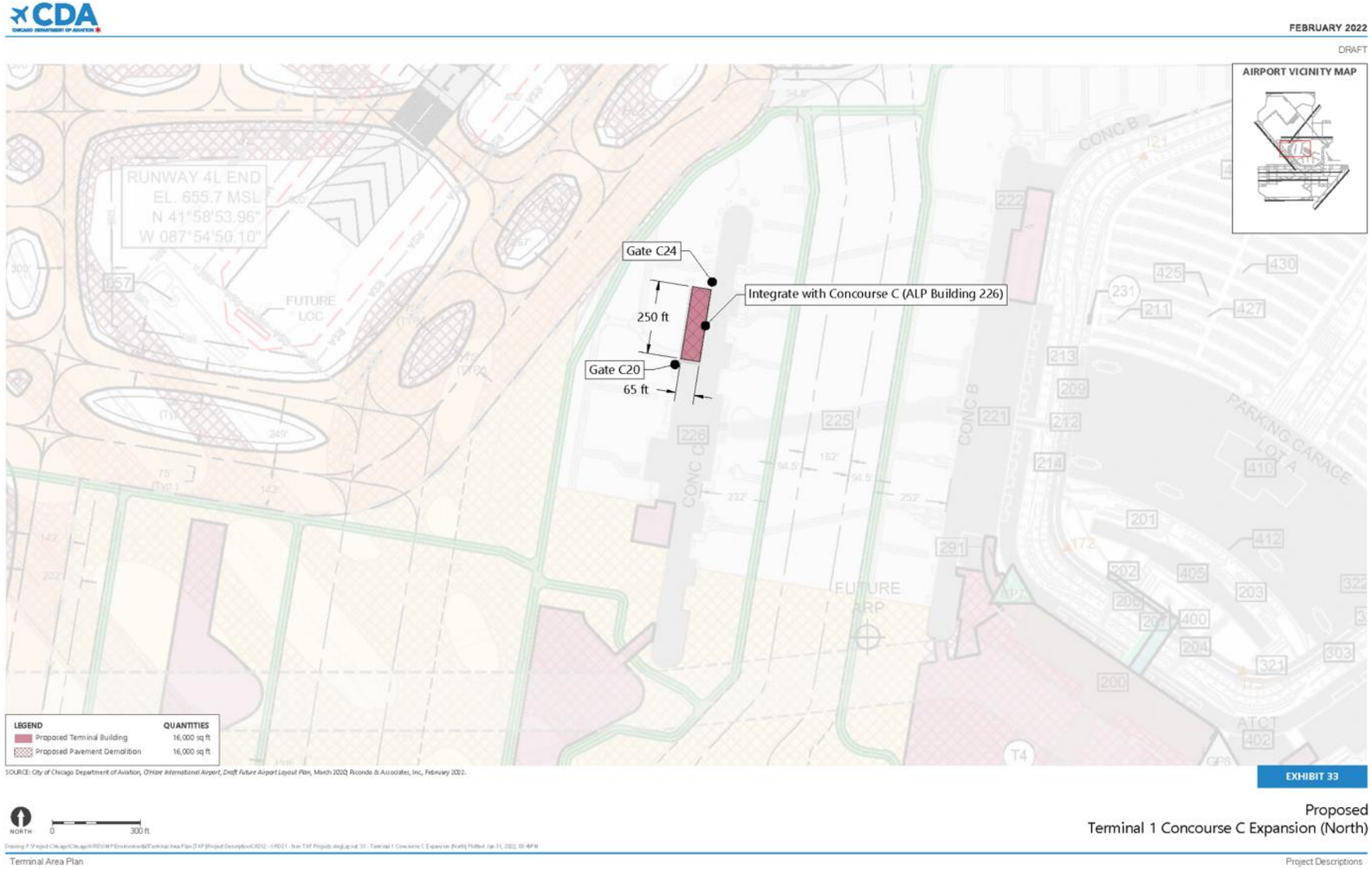

CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Future Terminal 5 Garage - Phase 1
Terminal 5 Parking Garage - Phase 2
450 ft
150 ft
HELIPORT
DETENTION BASIN
PUBLIC PARKING LOT D
BESSIE COLEMAN DRIVE
SERVICE ROAD
FUTURE REMOTE AIRCRAFT HARDSTANDS
STOKES AVENUE
LEGEND
QUANTITIES
Proposed Parking Garage
55,000 sq ft
Proposed Surface Lot Demolition
52,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 26
NORTH
0
300 ft
Proposed
Terminal 5 Parking Garage - Phase 2
Terminal Area Plan
Project Descriptions


CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Future Runway 9R/27L
(11,260' x 150')
Runway 4L-22R
Proposed Taxiway G
Taxiway B
Existing Penalty Box Hold Pad (to be demolished)
Tie-in with the Terminal 1 Concourse C apron
Taxiway A
Tie-in with Proposed Taxiways North of Satellite 2
Tie-in with proposed apron pavement associated with Satellites 1 and 2
A1
A2
A3
A4
A5
RUNWAY 4L END
EL. 655.7 MSL
N 41°58'53.96"
W 087°54'50.10"
LEGEND
QUANTITIES
Proposed Taxiway Pavement
780,000 sq. ft.
Proposed Pavement Demolition
715,000 sq. ft.
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
NORTH
0
400 ft
EXHIBIT 29
Proposed
Taxiways A and B Reconfiguration
Terminal Area Plan
Project Descriptions


CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Future Runway 9C/27C
(11,245' x 200')
COOK COUNTY
DUPAGE COUNTY
Connector taxiways
Proposed Runway 27L High-Speed Exit Taxiway
Tie-in with the Terminal 1 apron
Future Runway 9R/27L
(11,260' x 150')
Future Taxiway G Reconstruction
J
E
A2
A
Service road realignment
Proposed Taxiway H
Future Taxiway G associated with the Runway 9R-27L Extension
1,200 feet of reconstruction to align with the Proposed Taxiway G centerline
Tie-in with the Proposed Taxiways A and B Reconfiguration
LEGEND
QUANTITIES
Proposed Taxiway Pavement
700,000 sq ft
Proposed Pavement Demolition
740,000 sq ft
Proposed Service Roadway
12,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 30
NORTH
0
500 ft
Proposed
Taxiway G
Terminal Area Plan
Project Descriptions


CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Runway 9R-27L
Runway 4L-22R
EXISTING RUNWAY 9R END
EL 659.8 MSL
HIGH POINT - TDZE
N 41°59'02.03"
W 087°55'06.07"
RUNWAY 4L END
EL 655.7 MSL
N 41°58'53.96"
W 087°54'50.10"
Taxiway G
Connector taxiways
Future Taxiway H Reconstruction
Future Taxiway H associated with the Runway 9R-27L Extension 900 feet of reconstruction to align with the Proposed Taxiway H centerline
324 ft
Taxiway H
Taxiway J
Tie-in with Future Taxiways A and B Relocation
LEGEND
QUANTITIES
Proposed Taxiway Pavement
750,000 sq ft
Proposed Retained Taxiway Pavement1
59,000 sq ft
Proposed Pavement Demolition
670,000 sq ft
NOTE
1/ Tie in with the Future Taxiways A and B Phase Relocation (Phase 1).
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
NORTH
0
400 ft
EXHIBIT 31
Proposed Taxiways H and J
Terminal Area Plan
Project Descriptions

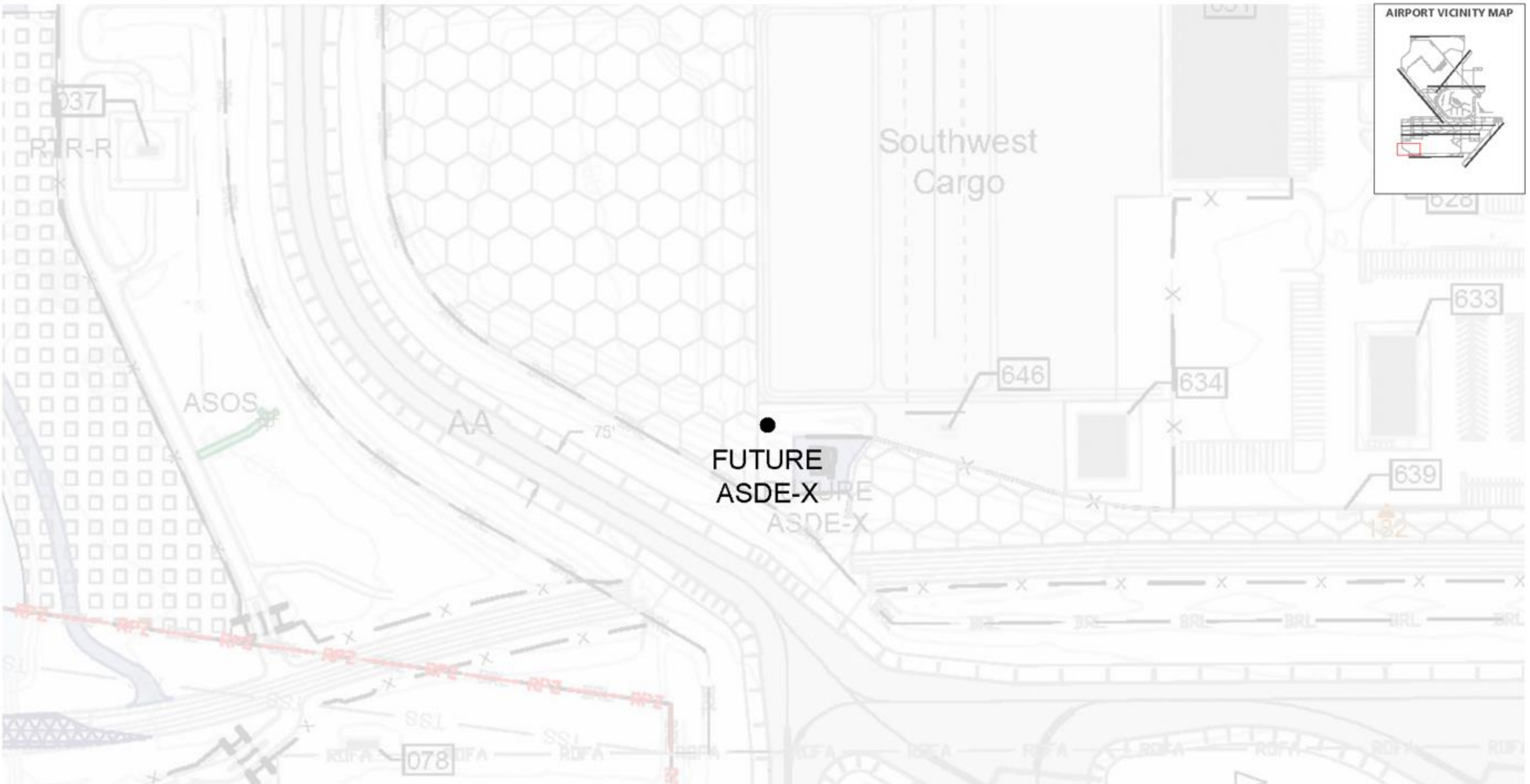

CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Tie-in to Future Taxiway LL - Phase II
Tie-in to Future Taxiway N Realignment
Future Taxiway V
Continued taxiway centerline of the Taxiway Y Reconfiguration
Tie-in to existing Runway 4R-22L
Tie-in to existing Runway 10L-28R
Tie-in to existing Taxiway P
Tie-in to existing Taxiway Y4
Tie-in to existing Taxiway Y
Runway 10L-28R
Runway 10C-28C
LEGEND
QUANTITIES
Proposed Taxiway Pavement 1,300,000 sq ft
Proposed Pavement Demolition 1,600,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
NORTH
0
500 ft
EXHIBIT 32
Proposed
Taxiways P, V, and Y Reconfiguration
Terminal Area Plan
Project Descriptions


CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
RUNWAY 4L END
EL. 655.7 MSL
N 41°58'53.96"
W 087°54'50.10"
FUTURE LOC
Gate C24
Integrate with Concourse C (ALP Building 226)
250 ft
Gate C20
65 ft
CONC B
CONC C
FUTURE ARP
PARKING GARAGE LOT A
ATCT
T4
LEGEND
QUANTITIES
Proposed Terminal Building
16,000 sq ft
Proposed Pavement Demolition
16,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 33
NORTH
0
300 ft
Proposed
Terminal 1 Concourse C Expansion (North)
Terminal Area Plan
Project Descriptions

CDA CHICAGO DEPARTMENT OF AVIATION

FEBRUARY 2022

DRAFT



SOURCE: City of Chicago Department of Aviation, *O'Hare International Airport, Draft Future Airport Layout Plan*, March 2020; Ricondo & Associates, Inc., February 2022.

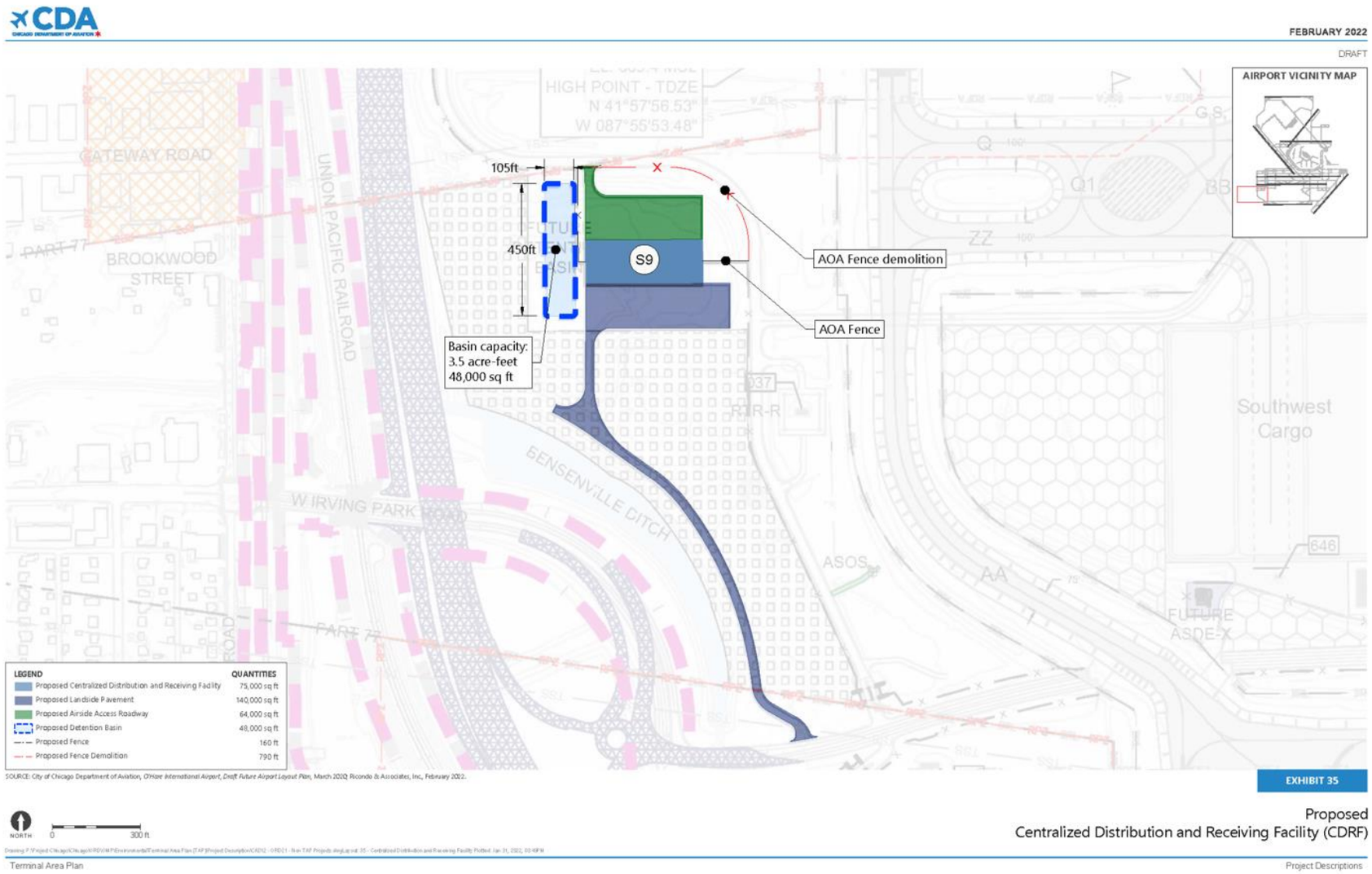
NORTH 0 200 ft

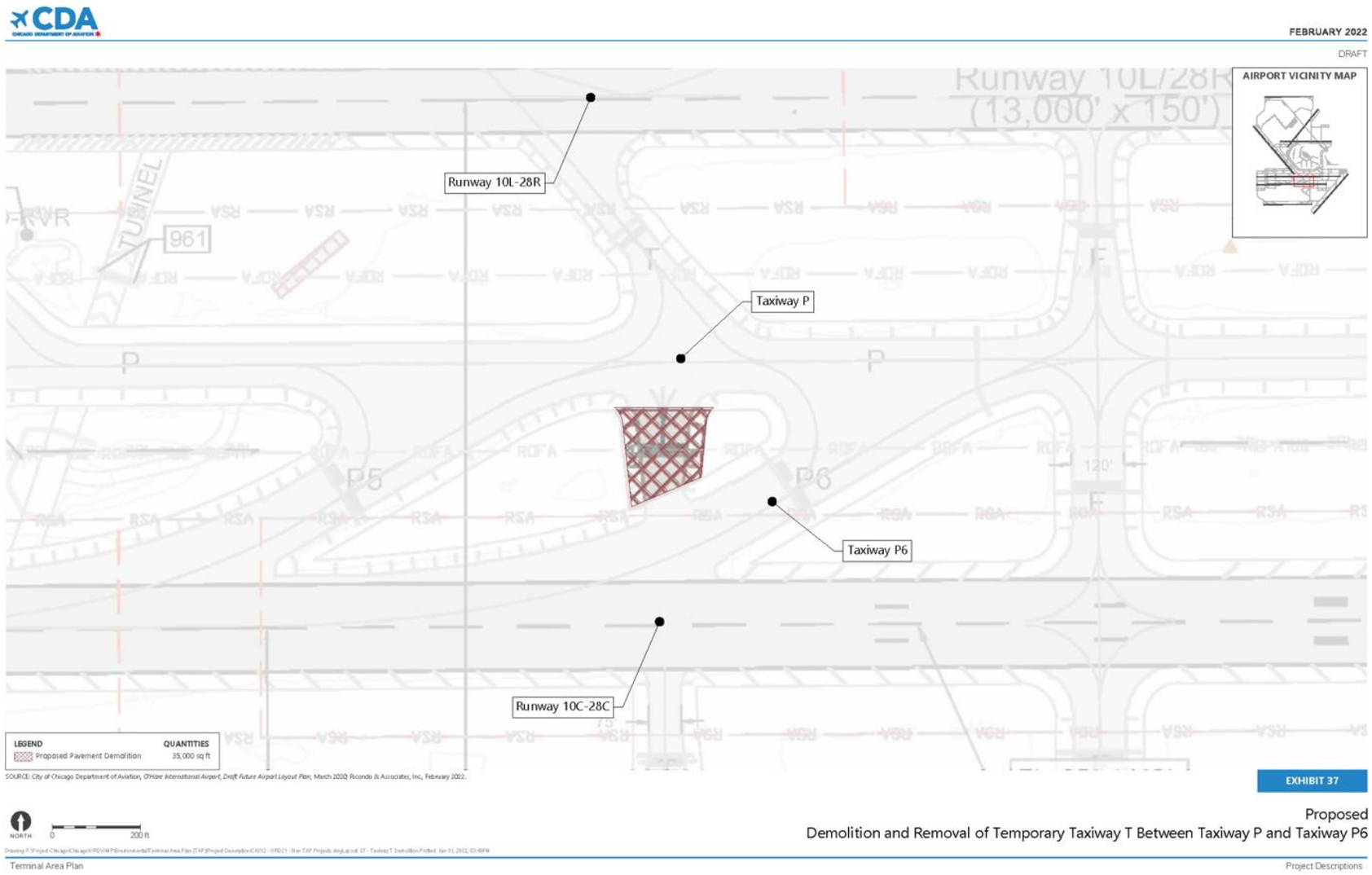
EXHIBIT 34

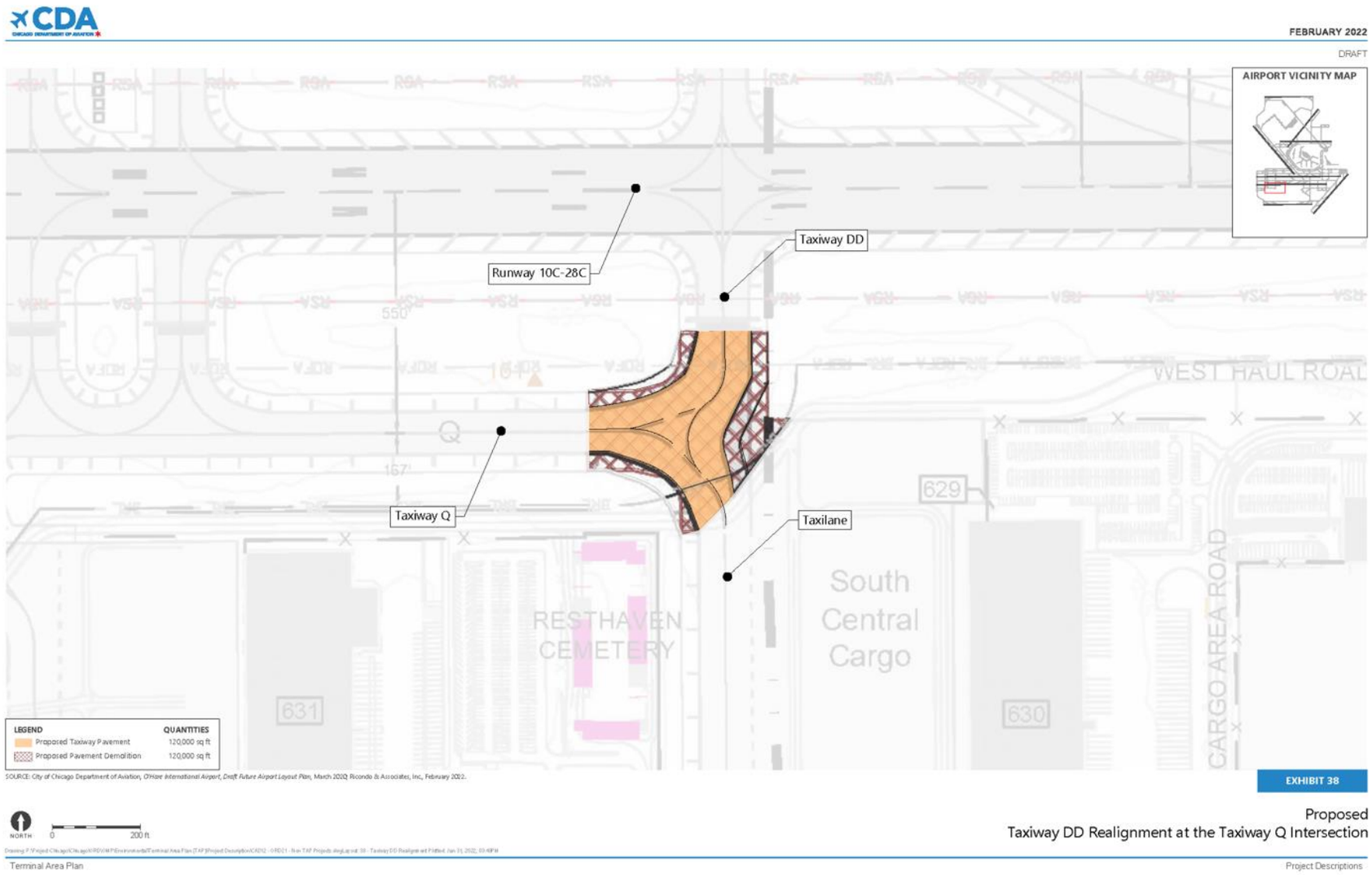
Proposed

South Airfield Airport Surface Detection Equipment Model X (ASDE-X) Augmentation Tower

Terminal Area Plan Project Descriptions


CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
HIGH POINT - TDZE
N 41°57'56.53"
W 087°55'53.48"
GATEWAY ROAD
BROOKWOOD STREET
UNION PACIFIC RAILROAD
PART 77
105ft
450ft
S9
AOA Fence demolition
AOA Fence
Basin capacity:
3.5 acre-feet
48,000 sq ft
BENSENVILLE DITCH
W IRVING PARK RD
ASOS
Southwest Cargo
FUTURE ASDE-X
LEGEND
QUANTITIES
Proposed Centralized Distribution and Receiving Facility 75,000 sq ft
Proposed Landside Pavement 140,000 sq ft
Proposed Airside Access Roadway 64,000 sq ft
Proposed Detention Basin 48,000 sq ft
Proposed Fence 160 ft
Proposed Fence Demolition 790 ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 35
NORTH
0
300 ft
Proposed
Centralized Distribution and Receiving Facility (CDRF)
Terminal Area Plan
Project Descriptions


CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Runway 10L-28R
Runway 10L/28R
(13,000' x 150')
Taxiway P
Taxiway P6
Runway 10C-28C
TUNNEL
961
P
P5
P6
T
F
120'
LEGEND
Proposed Pavement Demolition
QUANTITIES
35,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 37
NORTH
0
200 ft
Proposed
Demolition and Removal of Temporary Taxiway T Between Taxiway P and Taxiway P6
Terminal Area Plan
Project Descriptions


CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Runway 10C-28C
Taxiway DD
Taxiway Q
Taxilane
WEST HAUL ROAD
CARGO AREA ROAD
RESTHAVEN CEMETERY
South Central Cargo
629
631
630
550
167'
LEGEND
QUANTITIES
Proposed Taxiway Pavement
120,000 sq ft
Proposed Pavement Demolition
120,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
NORTH
0
200 ft
EXHIBIT 3B
Proposed
Taxiway DD Realignment at the Taxiway Q Intersection
Terminal Area Plan
Project Descriptions

ATTACHMENT A-3

TERMINAL AREA PLAN AND FUTURE AIRPORT LAYOUT PLAN PROJECTS: PROJECT DESCRIPTIONS – APPENDICES

February 2022 | Draft

Chicago O'Hare International Airport

Terminal Area Plan (TAP) and Future Airport Layout Plan (ALP) Projects

Project Descriptions – Appendices

Prepared for:

Chicago Department of Aviation

Prepared by:

RICONDO

APPENDIX A

List of Proposed and Baseline Projects Chicago O'Hare International Airport

Projects 18, 27, 28, 34, and B36 have been moved to Baseline; refer to Projects B79, B78a, B78b, B80, and B81.

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List of Proposed and Baseline Projects

Revised:
1/31/2022

	Project Title [1]	NEPA Processing Vehicle	Submission to FAA	Start	Finish
PROPOSED TERMINAL AREA PLAN PROJECTS [2]					
Terminal Area Plan Projects -- Central/East					
1	O'Hare Global Terminal and Concourse and Associated Apron Pavement	TAP EA	-	2025	2029
1a	O'Hare Global Terminal and Concourse Building (Draft Future ALP Facility T4)	TAP EA	-	2025	2029
1b	Terminal 1 Concourse B South End Structural Integration (ALP Building 222)	TAP EA	-	2027	2028
1c	Terminal 1/Terminal 2 Walkway Demolition	TAP EA	-	2027	2027
1d	Terminal 2 Airport Transit System (ATS) Station Expansion (ALP Building 206)	TAP EA	-	2027	2028
1e	Terminal 2 Airport Transit System (ATS) Station Pedestrian Bridge Replacement	TAP EA	-	2027	2027
1f	Terminal 2 Demolition (ALP Building 200)	TAP EA	-	2027	2028
1g	Terminal 2 Concourses E and F Link Demolition (ALP Building 205)	TAP EA	-	2027	2027
1h	Terminal 2 Concourse E Demolition (ALP Building 210)	TAP EA	-	2026	2026
1i	Terminal 2 Concourse F Demolition (ALP Building 215)	TAP EA	-	2027	2027
1j	Terminal 2/Federal Aviation Administration Airport Traffic Control Tower Walkway Demolition	TAP EA	-	2027	2027
1k	Terminal 2/Rotunda Walkway Demolition	TAP EA	-	2027	2027
1l	Terminal 3 Rotunda Façade/Structural Integration (ALP Building 250)	TAP EA	-	2026	2026
1m	Terminal 3/Rotunda Walkway Replacement and Baggage Infrastructure Upgrade	TAP EA	-	2026	2027
2	Satellite 1 Concourse and Associated Apron and Taxiway Pavement (Draft Future ALP Facility T3)	TAP EA	-	2022	2026
3	Satellite 2 Concourse and Associated Apron Pavement (Draft Future ALP Facility T2)	TAP EA	-	2022	2025
4	Terminal 1 Concourse B Northeast End Expansion (ALP Building 222)	TAP EA	-	2029	2029
5	Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion	TAP EA	-	2025	2025
5a	AT&T Building Demolition (ALP Building 464)	TAP EA	-	2025	2025
6	Consolidated Baggage, Pedestrian/Moving Walkway, and Utility Tunnel	TAP EA	-	2022	2026
6a	Consolidated Tunnel Section 1 (Between the Proposed O'Hare Global Terminal and Proposed Satellite 1)	TAP EA	-	2022	2026
6b	Consolidated Tunnel Section 2 (Between Proposed Satellites 1 and 2)	TAP EA	-	2024	2025
6c	Consolidated Tunnel Section 3 (Between Proposed Satellite 2 and the Future Taxiways A and B Relocation)	TAP EA	-	2022	2023
Terminal Area Plan Projects -- Terminal 5					
7	Terminal 5 Curbside Addition and Interior Reconfiguration (ALP Building 325)	TAP EA	-	2027	2029
7a	Terminal 5 East Curbside Addition	TAP EA	-	2027	2029
7b	Terminal 5 West Curbside Addition	TAP EA	-	2027	2029
7c	Terminal 5 Interior Reconfiguration	TAP EA	-	2027	2029
8	Terminal 5 Roadway Improvements	TAP EA	-	2023	2024
8a	Former Delta Cargo Demolition (Vacant ALP Building 527)	TAP EA	-	2023	2023
8b	Outside Plumber Shop Demolition (ALP Building 523)	TAP EA	-	2023	2023
9	Terminal 5 Curbside Expansion	TAP EA	-	2023	2024
9a	Terminal 5 Upper Level Curbside Expansion	TAP EA	-	2023	2024
9b	Terminal 5 Lower Level Curbside Expansion	TAP EA	-	2023	2024
Terminal Area Plan Projects -- West					
10	West Heating and Refrigeration Facility (Draft Future ALP Facility S3)	TAP EA	-	2030	2031
11	West Employee Screening Facility (Draft Future ALP Facility T1)	TAP EA	-	2022	2024
12	West Employee Ground Transportation Facility and Parking Garage (Draft Future ALP Facility L2)	TAP EA	-	2022	2024
13	West Employee Landside Access	TAP EA	-	2022	2024
14	West Landside Detention Basins	TAP EA	-	2022	2023
Terminal Area Plan Projects -- Airfield					
15	Airside Service Roadways	TAP EA	-	2022	2026
15a	Grade-Separated Taxiway Service Road (West Access to Satellite 2)	TAP EA	-	2022	2023
15b	Grade-Separated Taxiway Service Road (Satellite 2 to Satellite 1)	TAP EA	-	2023	2025
15c	Grade-Separated Taxiway Service Road (Satellite 1 to East Access)	TAP EA	-	2024	2025
15d	Airside Service Roadways	TAP EA	-	2022	2026
16	Taxiways K and L Extension (Between Taxiway A11 and Taxiway A13)	TAP EA	-	2027	2027
17	Taxiways North of Satellite 2 (Between Relocated Taxiways A and B and Penalty Box Hold Pad)	TAP EA	-	2022	2023
Terminal Area Plan Projects -- Temporary					
T1	Temporary Walkway/Extended Jetway from Concourse C (With 6 Gates)	TAP EA	-	2022	2026
T2	Temporary Heating and Refrigeration Facility (Near Satellite 2)	TAP EA	-	2023	2024

DRAFT

List of Proposed and Baseline Projects

Revised:
1/31/2022

	Project Title [1]	NEPA Processing Vehicle	Submission to FAA	Start	Finish
Proposed Future ALP Projects (Independent Utility Projects)					
19	Aircraft Rescue and Firefighting (ARFF) Station 4 Relocation (ALP Building 701)	TAP EA	-	2027	2028
20	Bravo Hold Pad Conversion *	TAP EA	-	2025	2025
21	Commercial Vehicle Holding Area (CVHA) Expansion	TAP EA	-	2029	2029
22	Multimodal Facility (MMF) Hotel (Draft Future ALP Facility H2), Mixed-Use Development, and Detention Basin Relocation	TAP EA	-	2023	2024
23	Runway 9L-27R Exit Taxiways	TAP EA	-	2029	2029
24	Runway 28R Blast Pad Expansion	TAP EA	-	2029	2029
25	Terminal 5 Hotel Facility (Draft Future ALP Facility H1) and Pedestrian Bridge	TAP EA	-	2024	2025
26	Terminal 5 Parking Garage (Draft Future ALP Facility L1) - Phase 2	TAP EA	-	2028	2029
29	Taxiways A and B Reconfiguration (Between Penalty Box Hold Pad and Taxiway G)	TAP EA	-	2029	2030
30	Taxiway G (Existing Taxiway H; Between Future Taxiway T and Taxiway A1)	TAP EA	-	2028	2028
31	Taxiways H and J (South of Runway 9R Extension from Taxiway SS to Runway 4L-22R)	TAP EA	-	2029	2029
32	Taxiways P, V, and Y Reconfiguration (Between Taxiway RR and the Existing Runway 28R Hold Pad)	TAP EA	-	2028	2029
33	Terminal 1 Concourse C Expansion (North)	TAP EA	-	2028	2029
35	Centralized Distribution and Receiving Facility (CDRF) (Draft Future ALP Facility S9)	TAP EA	-	2027	2029
37	Demolition and Removal of Temporary Taxiway T Between Taxiway P and Taxiway P6 (North of Runway 10C-28C)	TAP EA	-	2028	2029
38	Taxiway DD Realignment at the Taxiway Q Intersection (near the South Central Cargo Apron)	TAP EA	-	2030	2030

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List of Proposed and Baseline Projects

Revised:
1/31/2022

	Project Title [1]	NEPA Processing Vehicle	Submission to FAA	Start	Finish
BASELINE PROJECTS PROCESSED SEPARATELY FROM THE TAP EA [3]					
B1	Hilton Hotel Renovation (Interior)	N/A	N/A	2020	2022
B2	Airport Transit System (ATS) Lot E Station Canopy Demolition	OM EIS	Approved Sept-2005	2020	2020
B3	Airside Service Road Bridge Across I-190	OM EIS	Approved Sept-2005	2025	2025
B4	Building 519 Demolition (Former Burlington Building)	OM EIS	Approved Sept-2005	2019	2019
B5	Building 521 Renovation for Airport Police	OM EIS	Approved Sept-2005	2018	2019
B6	Detention Basin South of Runway 9L-27R and West of ARFF Training Facility	OM EIS	Approved Sept-2005	2025	2027
B7	I-190 Corridor Reconfiguration Near Interchange with Mannheim Road (with Relocation of the 90-Inch Joint Action Water Agency (JAWA) Water Main)	OM EIS	Approved Sept-2005	2020	2020
B8	Runway 9C-27C Construction	OM EIS	Approved Sept-2005	2016	2020
B9	Runway 9R-27L Extension	OM EIS	Approved Sept-2005	2019	2021
B10	Runway 15-33 Decommissioning	OM EIS	Approved Sept-2005	2018	2018
B11	Main Fuel Farm Expansion (Two Additional Fuel Tanks)	OM EIS	Approved Sept-2005	2027	2029
B13	Airport Transit System (ATS) Building Expansion (ALP Building 522) and Maintenance Track Relocation	OM EIS Re-Eval Memo	Approved 11/30/12	2016	2017
B14	Airport Transit System (ATS) Track Extension to Multimodal Facility (MMF)	OM EIS Re-Eval Memo	Approved 11/30/12	2016	2019
B15	Northeast Cargo Phase 3 (Draft Future ALP Building 838)	Short Form EA	Approved 12/15/15	2020	2021
B16	Northeast Cargo Taxilane Construction (Parallel to Taxiway NN) *	Short Form EA	Approved 12/15/15	2020	2020
B17	Emergency and Standby Power System Generator Building (Draft Future ALP Building 491) and Switchgear Building (Draft Future ALP Building 492)	CatEx	Approved 6/24/16	2017	2019
B18	Airport Maintenance Complex (AMC) Expansion (Draft Future ALP Building 512)	CatEx	Approved 7/11/16	2016	2017
B19	Airport Rescue and Firefighting (ARFF) Station 1 Modifications (Draft Future ALP Facility S4; ALP Building 602)	OM EIS Re-Eval Memo	Approved 12/5/16	2017	2018
B20	Runway 10C-28C Runway Status Lights (RWSL) Equipment Building (Draft Future ALP Building 052)	OM EIS Re-Eval Memo	Approved 1/30/17	2017	2017
B21	North Airfield Airport Surface Detection Equipment Model X (ASDE-X) Installation	Catex	Approved 3/17/17	2017	2018
B22	Terminal 3 Concourse L Extension "Stinger" (5 Gates)	OM EIS Re-Eval Memo	Approved 3/17/17	2016	2018
B23	Miami Beach Lift Station Relocation and Upgrade (ALP Building 231)	CatEx	Approved 4/11/17	TBD	TBD
B24	American Airlines Ground Equipment Maintenance (GEM) Building (Draft Future ALP Building 764)	OM EIS Re-Eval Memo	Approved 6/1/17	2017	2018
B25	American Airlines Hazardous Material Storage Building (Draft Future ALP Building 766)	OM EIS Re-Eval Memo	Approved 6/1/17	2017	2018
B26	American Airlines Maintenance Hangar 2 (Draft Future ALP Building 767)	OM EIS Re-Eval Memo	Approved 6/1/17	2017	2018
B27	American Airlines Truck Wash Building (Draft Future ALP Building 765)	OM EIS Re-Eval Memo	Approved 6/1/17	2017	2018
B28	Low Level Windshear Alert System (LLWAS) 1 Relocation (West of North Detention Basin)	OM EIS Re-Eval Memo	Approved 6/1/17	2017	2017
B29	Central Deicing Facility (CDF)	OM EIS Re-Eval Memo	Approved 6/5/17	2017	2019
B29a	CDF Crossfield Taxiways	OM EIS Re-Eval Memo	Approved 6/5/17	2017	2019
B29b	CDF Ramp Control Tower (Draft Future ALP Building 103)	OM EIS Re-Eval Memo	Approved 6/5/17	2018	2018
B29c	CDF South Airport Surveillance Radar (ASR-9) Relocation	OM EIS Re-Eval Memo	Approved 6/5/17	2017	2018
B29d	CDF Taxiway J Construction (North of CDF to Taxiways A and B)	OM EIS Re-Eval Memo	Approved 6/5/17	2017	2019
B29e	CDF Taxiway Z Construction (North of Runway 9R to Future Taxiway J)	OM EIS Re-Eval Memo	Approved 6/5/17	2017	2019
B30	Foreign Object Debris (FOD) Disposal Area Relocation (NE Corner of Fuel Farm near ALP Building 794)	OM EIS Re-Eval Memo	Approved 12/7/17	2017	2018
B31	United Airlines Facility Maintenance (FMS) Building (Draft Future ALP Building 772)	OM EIS Re-Eval Memo	Approved 12/7/17	2017	2018
B32	United Airlines Ground Equipment Maintenance (GEM) Building (Draft Future ALP Building 771)	OM EIS Re-Eval Memo	Approved 12/7/17	2017	2018
B33	United Airlines Widebody Hangar 5/5A (Draft Future ALP Building 775)	OM EIS Re-Eval Memo	Approved 12/7/17	2017	2018
B34	Airport Rescue and Firefighting (ARFF) Station 2 Relocation (Draft Future ALP Building 802)	OM EIS Re-Eval Memo	Approved 4/4/18	2018	2019
B35	Taxiways K and L Extension and Associated Improvements (Between Taxiway SS and Taxiway A11)	OM EIS Re-Eval Memo	Approved 4/4/18	2020	2022
B35a	Lift Station 18 Relocation (Existing Location is South of Taxiway T10, West of Taxiway T, North of Taxiway N; to be Relocated Approximately 200 Feet Southeast)	OM EIS Re-Eval Memo	Approved 4/4/18	2020	2021
B35b	Tank Farm Road Relocation	OM EIS Re-Eval Memo	Approved 6/5/17 (CDF); 4/4/18 (K&L Extension)	2020	2021
B35c	Taxiways K and L Extension (Between Taxiway SS and Taxiway A11)	OM EIS Re-Eval Memo	Approved 4/4/18	2020	2022
B35d	Taxiway K/L Grade Separated Roadway	OM EIS	Approved Sept-2005	2020	2022
B36	United Airlines 180-Day Storage Building (Draft Future ALP Building 774)	OM EIS Re-Eval Memo	Approved 4/4/18	2018	2018
B37	United Airlines Move Team and Provisioning (AOS) Building (Draft Future ALP Building 773)	OM EIS Re-Eval Memo	Approved 4/4/18	2018	2018
B38	Detention Basin North of Temporary United Airlines Parking Lot	OM EIS Re-Eval Memo	Approved 4/12/18	2018	2018
B39	United Airlines Temporary Employee Parking Lot Relocation to Bravo Pad	OM EIS Re-Eval Memo	Approved 4/12/18	2018	2018
B40	East Airfield Lighting Control Vault (EALCV) Construction (Draft Future ALP Building 888)	OM EIS Re-Eval Memo	Approved 5/4/18	2018	2019
B41	Runway 9C-27C Taxiway Modifications	OM EIS Re-Eval Memo	Approved 8/2/18	2017	2021
B41a	Airside Service Road Connector Across Taxiway Z (Oversized GSE Road)	OM EIS Re-Eval Memo	Approved 8/2/18	2018	2018
B41b	Distance Measuring Equipment (DME) Relocation Site (Draft Future ALP Building 069)	OM EIS Re-Eval Memo	Approved 8/2/18	2018	2019
B41c	Fuel Line Relocation	OM EIS Re-Eval Memo	Approved 8/2/18	2017	2019
B41d	Ground Run-Up Enclosure (GRE) Relocation (Draft Future ALP Facility S2; ALP Building 761)	OM EIS Re-Eval Memo	Approved 8/2/18	2017	2017
B41e	Guard Post 2 Relocation (ALP Building 705; at Oversized GSE Road over Taxiway Z)	OM EIS Re-Eval Memo	Approved 8/2/18	2018	2019
B41f	Hangar Road Relocation	OM EIS Re-Eval Memo	Approved 8/2/18	2018	2021
B41g	National Weather Service Weather Station Main and Backup Sites Relocations	OM EIS Re-Eval Memo	Approved 8/2/18	2017	2018
B41h	Runway 9C End Elevation Increase (4.9 Feet)	OM EIS Re-Eval Memo	Approved 8/2/18	2018	2020
B41i	Runway 9C-27C NAVAID Shelters (Draft Future ALP Buildings 041, 049, 053, and 055)	OM EIS Re-Eval Memo	Approved 8/2/18	2020	2020
B41j	Salt Dome Demolition (ALP Building 860) and Future Service Road Realignment (Near 27C End)	OM EIS Re-Eval Memo	Approved 8/2/18	2018	2018

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List of Proposed and Baseline Projects

Revised:
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	Project Title [1]	NEPA Processing Vehicle	Submission to FAA	Start	Finish
B42	Terminal 5 Expansion	OM EIS Re-Eval Memo	Approved 8/2/18	2019	2022
B42a	Guard Post 11 Relocation (Draft Future ALP Building 559)	OM EIS Re-Eval Memo	Approved 8/2/18	2019	2020
B42b	Taxiway V Realignment (Gate M20 East)	OM EIS Re-Eval Memo	Approved 8/2/18	2019	2021
B42c	Terminal 5 Core Expansion	OM EIS Re-Eval Memo	Approved 8/2/18	2020	2021
B42c(i)	Core Expansion 1 (Between Gates M7 and M8)	OM EIS Re-Eval Memo	Approved 8/2/18	2020	2021
B42c(ii)	Core Expansion 2 (Between Gates M9 and M10)	OM EIS Re-Eval Memo	Approved 8/2/18	2020	2021
B42c(iii)	Core Expansion 3 (Between Gates M11 and M12)	OM EIS Re-Eval Memo	Approved 8/2/18	2020	2021
B42d	Terminal 5 East Expansion and Associated Apron Pavement	OM EIS Re-Eval Memo	Approved 8/2/18	2019	2021
B42e	Terminal 5 Parking Garage - Phase I	OM EIS Re-Eval Memo	Approved 8/2/18	2020	2022
B42e(i)	Roadway Ramp Widening (Between Balmoral Avenue and I-190)	OM EIS Re-Eval Memo	Approved 8/2/18	2019	2021
B42f	Triturator Relocation (ALP Building 525; Draft Future ALP Building 525; Draft Future ALP Facility S5)	OM EIS Re-Eval Memo	Approved 8/2/18	2019	2020
B42g	Underground Storm Sewer Pipeline (Southeast of Terminal 5 Apron to South Detention Basin)	OM EIS Re-Eval Memo	Approved 8/2/18	2019	2019
B43	Temporary Bus Staging Area to Support Multimodal Facility Until ATS Guideway Extension is Complete (East of 22L End and Mannheim Road Near Snow Dump)	CatEx	Approved 8/7/18	2018	2018
B44	Multi-Fuel Facility/Chicago Travel Plaza (Draft Future ALP Building 840)	Short Form EA	Approved 10/23/18	2019	2019
B45	Aeroterm/Air Canada Cargo Building Parking Lot West Expansion (ALP Building 515)	CatEx	Approved 11/19/18	2018	2019
B46	United Parcel Service Parking Lot Improvements (South Cargo Area)	CatEx	Approved 11/19/18	2019	2019
B47	Runway 4L-22R Reconstruction	CatEx	Approved 11/20/18	2019	2019
B47a	Runway 22R Localizer Relocation (Clear of Taxiways North of Satellite 2)	CatEx	Approved 11/20/18	2019	2019
B47b	Taxiway NN Fillet Modification	CatEx	Approved 11/20/18	2019	2019
B48	Runway 4R-22L Rehabilitation and Rehabilitation of Taxiways Y, Y1, Y2, Y3, Y4, and V *	CatEx	Approved 5/8/20	2020	2027
B48a	Runway 4R Blast Pad Expansion	CatEx	Approved 5/8/20	2027	2027
B48b	Runway 22L Blast Pad Expansion	CatEx	Approved 5/8/20	2027	2027
B48c	Taxiway Y3 Fillet Modification (East of South Detention Basin and West of Runway 4R-22L)	CatEx	Approved 5/8/20	2020	2020
B48d	Taxiway Y5 Demolition (East of Runway 28R End)	CatEx	Approved 5/8/20	2020	2020
B49	Central Deicing Facility (CDF) Support Facilities/Pavement Area Modifications	OM EIS Re-Eval Memo	Approved 11/20/18	2018	2019
B49a	CDF Truck Rack Facility (Draft Future ALP Building 116)	OM EIS Re-Eval Memo	Approved 11/20/18	2018	2019
B49b	CDF United Airlines Deicing Administrative Building (Draft Future ALP Building 117)	OM EIS Re-Eval Memo	Approved 11/20/18	2018	2019
B49c	CDF American Airlines Deicing Administrative Building (Draft Future ALP Building 118)	OM EIS Re-Eval Memo	Approved 11/20/18	2018	2019
B50	Multimodal Facility (MMF) ALP Revisions	OM EIS Re-Eval Memo	Approved 4/16/19	2015	2018
B50a	MMF Vehicle Service Center/Quick Turn Around (QTA; Draft Future ALP Building 820)	OM EIS Re-Eval Memo	Approved 4/16/19	2015	2018
B50b	MMF Quick Turn Around (QTA) Support Building (Draft Future ALP Building 822)	OM EIS Re-Eval Memo	Approved 4/16/19	2015	2018
B50c	MMF Customer Service Center (Parking Structure; Draft Future ALP Building 830)	OM EIS Re-Eval Memo	Approved 4/16/19	2015	2018
B50d	Basin Modifications in Parking Lots E and F and MMF Ramp C	OM EIS Re-Eval Memo	Approved 4/16/19	2015	2018
B50e	Airport Transit System (ATS) Support Building in Lot F (Draft Future ALP Building 821)	OM EIS Re-Eval Memo	Approved 4/16/19	2016	2018
B50f	Traction Power Substation Building in Lot E (Draft Future ALP Building 823)	OM EIS Re-Eval Memo	Approved 4/16/19	2016	2018
B51	Revisions to Pavement Removal Associated with Former Runway 14L-32R (Includes New Taxilane C5 Pavement to Hold Aircraft)	OM EIS Re-Eval Memo	Approved 4/17/19	2017	2020
B52	Runway 9R-27L Runway Status Lights (RWSL) Equipment Building (Draft Future ALP Building 003)	CatEx	Approved 4/17/19	2019	2019
B53	Chicago Police Canine Facility Relocation (Draft Future ALP Facility L8)	CatEx	Approved 4/18/19	2019	2021
B54	Fuel Farm Administration and Control Building Construction and Pump Pad Replacement (West of Main Fuel Farm) (Draft Future ALP Facility S1)	CatEx	Approved 4/23/19	2020	2021
B55	Rental Car Vehicle Storage/Maintenance Lots Revisions (Draft Future ALP Facilities L3-L7)	OM EIS Re-Eval Memo	Approved 6/7/19	2019	2020
B55a	Revisions to Rental Car Vehicle Storage/Maintenance Lots	OM EIS Re-Eval Memo	Approved 6/7/19	2019	2020
B55b	Cell Phone Parking Lot Relocation	OM EIS Re-Eval Memo	Approved 6/7/19	2019	2019
B55c	Crash Lot Relocation	OM EIS Re-Eval Memo	Approved 6/7/19	2019	2019
B56	Runway 9R-27L Taxiway Modifications	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56a	Taxiway H Rehabilitation and Taxiway H2 Rehabilitation	OM EIS Re-Eval Memo	Approved 6/7/19	2021	2021
B56b	Taxiway H Relocation 30 Feet South to Resolve Modification of Standards (MOS)	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56c	Taxiway G (Between Taxiway Z and County Line)	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56d	Taxiway J (Between Taxiway Z and County Line)	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56e	Runway 9R-27L (Between Future Taxiway Z and County Line)	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56f	Taxiway G (Between County Line and Existing Taxiway H)	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56g	Taxiway J (Between County Line and Existing Taxiway J)	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56h	Runway 9R-27L (Between County Line and Existing Runway 9R-27L)	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56i	Existing Taxiway J Fillet Modification (South of Existing Runway 9R Threshold)	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56j	High-Speed Exit Taxiway (Off Runway 27L onto Existing Taxiway H)	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56k	Taxiway A1 Fillet Modification (Between Runway 9R-27L and Existing Taxiway H)	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56l	Taxiway TT (On North and South Sides of Runway 9R-27L)	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56m	Taxiway PP Realignment (Between Taxiway PP2/Future Taxiway E and Bravo Pad)	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B56n	Tank Farm Road Relocation	OM EIS Re-Eval Memo	Approved 6/7/19	2020	2021
B57	Lee Street Improvements (I-90 Exit Ramp), Higgins/Patton Intersection Improvements, Johnson Road Improvements, and Building 850 Parking Lot Relocation	OM EIS Re-Eval Memo	Approved 6/7/19	2021	2023
B58	North Employee/Long-Term Parking Lot Improvements (North of the Aviation Administration Building (ALP Building 804))	CatEx	Approved 9/13/19	2020	2020

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List of Proposed and Baseline Projects

Revised:
1/31/2022

	Project Title [1]	NEPA Processing Vehicle	Submission to FAA	Start	Finish
B59	Terminal 3 Concourse L Stinger Two-Gate Addition and Associated Apron Pavement	OM EIS Re-Eval Memo	Approved 7/20/20	2021	2023
B59a	Former AT&T Garage (Existing CDA Storage) Demolition (ALP Building 466)	OM EIS Re-Eval Memo	Approved 7/20/20	2021	2023
B59b	City Substation Building Demolition (ALP Building 451) [*Formerly TAP Project 5b*]	OM EIS Re-Eval Memo	Approved 7/20/20	2021	2023
B60	Northwest Suburban Municipal Joint Action Water Agency (NSMJAWA) Generator Building (Draft Future ALP Building 944)	CatEx	Approved 3/27/20	2020	2021
B61	Release and Sale of Property at 1900 Elmhurst Road	Short Form EA	3rd Quarter 2020	2021	2021
B62	Taxiways A and B Relocation *	Short Form EA	3rd Quarter 2020	2021	2025
B62d	Construction of New Taxiways A and B (North/South)	Short Form EA	Approved 7/12/21	2022	2023
B62e	Taxiways A and B Rehabilitation between Taxiway A1 and Taxiway A12 (West)	Short Form EA	Approved 7/12/21	2024	2025
B62f	Taxiways A and B Rehabilitation between Taxiways A13 and A16 (South)*	Short Form EA	Approved 7/12/21	2022	2022
B62g	Taxiways A and B Rehabilitation between Taxiway A19 and Taxiways A and B Bridges (East)*	Short Form EA	Approved 7/12/21	2024	2024
B62h	Demolition of Taxiways R, SS, T, T5, T7, T8	Short Form EA	Approved 7/12/21	2022	2023
B62i	Taxiway A and B Rehabilitation between Taxiways A16 and A19 (South)*	Short Form EA	Approved 7/12/21	2023	2023
B63	South Detention Basin Expansion	Short Form EA	Approved 7/12/21	2021	2022
B63a	West Side Expansion to Taxiway F	Short Form EA	Approved 7/12/21	2021	2022
B63b	North Side Expansion to Taxiway RR	Short Form EA	Approved 7/12/21	2021	2022
B63c	Demolition of Taxiway HH (South of Taxiway RR)	Short Form EA	Approved 7/12/21	2021	2021
B63d	Demolition of Taxiway JJ (from Taxiway HH to Taxiway JJ1)	Short Form EA	Approved 7/12/21	2021	2021
B63e	Central Detention Basin to South Detention Basin Connection Tunnel	Short Form EA	Approved 7/12/21	2021	2023
B63f	Central Detention Basin Pump Station Demolition	Short Form EA	Approved 7/12/21	2021	2022
B64	Central Detention Basin Fill	Short Form EA	Approved 7/12/21	2023	2023
B65	Relocation of Remote Transmitter/Receiver U (RTR-U) / Low Level Windshear Alert System (LLWAS) 16 / Remote Unit (RU) 11 / Airport Surface Detection Equipment Model X (ASDE-X) / Fixed-Target Reflector (FTR) (ALP Building 062) (Including Decommissioning/Demolition)	Short Form EA	Approved 7/12/21	2021	2023
B66	Terminal 1 Concourse C Airline Lounge Expansion (South; Gate C10)	CatEx	Approved 3/5/20	2020	2021
B68	Taxiway YY Rehabilitation (in the Northwest Maintenance Hangar Area) *	CatEx	Prior to Aug-2021	2022	2023
B69	Runway 10L-28R Rehabilitation *	CatEx	Prior to Aug-2024	2025	2025
B70	Rehabilitation of Taxiways S, S1, S2, S3, and the Southeast Cargo Taxilane *	CatEx	Prior to Aug-2022	2023	2024
B72	Taxiway N Rehabilitation from Taxiway SS to EE (North of Runway 10L-28R) *	CatEx	Prior to Aug-2023	2024	2024
B73	Taxiway G Resurfacing (Between Taxiway SS and Taxiway EE)	CatEx	Prior to Aug-2024	2025	2025
B75	Terminal 5 Parking Garage - Phase I Relocation and Pedestrian Bridge Replacement	OM EIS Re-Eval Memo	Approved 3/10/20	2020	2022
B76	Northeast Cargo Snow Removal Pad	CatEx	Approved 11/5/19	2019	2019
B77	Runway 4L-22R Unidirectional Operations Changes	CatEx	Approved 5/8/20	2020	2020
B78	Revisions to the Alignment of Future Taxiways LL (Phase II) and N [*Formerly Future ALP (Independent Utility) Projects 27 and 28*]	OM EIS Re-Eval Memo	Approved 6/12/20	2021	2022
B78a	Taxiway LL - Phase 2 (Between Taxiway EE and Taxiway Y) [*Formerly Future ALP (Independent Utility) Project 27*]*	OM EIS Re-Eval Memo	Approved 6/12/20	2021	2022
B78b	Taxiway N Realignment (Between Taxiway N5 and Taxiway Y) [*Formerly Future ALP (Independent Utility) Project 28*]	OM EIS Re-Eval Memo	Approved 6/12/20	2021	2022
B79	Airport Maintenance Complex (AMC) Expansion (Northeast) (Draft Future ALP Facility SB), Salt Storage Relocation (ALP Building 501), and Detention Basin [*Formerly Future ALP (Independent Utility) Project 18*]	CatEx	Approved 6/12/20	2021	2022
B80	South Airfield Airport Surface Detection Equipment Model X (ASDE-X) Augmentation Tower [*Formerly Future ALP (Independent Utility) Project 34*]	CatEx	Approved 6/12/20	2021	2021
B81	West Airfield Lighting Control Vault (WALCV) (Draft Future ALP Facility S10) [*Formerly Future ALP (Independent Utility) Project 36*]	CatEx	Approved 6/12/20	2021	2022

NOTES:

1 Airport Layout Plan (ALP) building numbers and names were sourced from the draft O'Hare *Future ALP* (November 19, 2021).

2 "Proposed Terminal Area Plan Projects" and "Proposed Future ALP Projects (Independent Utility Projects)" are development projects shown on the draft O'Hare *Future ALP* for which National Environmental Policy Act (NEPA) processing has not been previously approved. Both classifications will be evaluated in the TAP EA.

3 "Baseline Projects Processed Separately From The TAP EA" are development projects shown on the draft O'Hare *Future ALP* that have independent utility from the TAP EA and have been or will be processed separately from the TAP EA.

* The project (or portions thereof) is listed on the draft O'Hare Airport Capital Improvement Plan (ACIP) for years 2022 to 2026 (submitted to the FAA on March 31, 2021).

KEY

Proposed Terminal Area Plan (TAP) Projects
Proposed Future ALP Projects (Independent Utility Projects To Be Processed In The TAP EA)
Baseline Projects Processed Separately From The TAP EA

APPENDIX B

Airport Building Number List
Chicago O'Hare International Airport

APPENDIX B AIRPORT BUILDING NUMBERS LIST

Navaids (000)	
Building Number	Description
002	FAA Remote Transmitter / Receiver C
003	*FAA Far Field Monitor (15) Building Site*
004	*Vacant (Former 14L Localizer Transmitter)*
005	*Vacant (Former 14L Localizer / 32R MALSR)*
006	FAA Localizer (28R) / ALSF-II (10L) Building Site
007	*FAA Localizer (9R) / ALSF-II (27L) Building Site*
008	*FAA Glide Slope Site (27L)*
009	*Vacant (Former 32R Glide Slope)*
010	FAA Localizer (4L) Building Site
011	FAA PCS (ORD-B ASR) Radar Building Site
012	FAA Glide Slope Site (10R)
013	FAA Glide Slope Site (28L)
014	FAA Midpoint RVR (9L/27R)
015	FAA Glide Slope Site (22R)
016	FAA Localizer (27R) / ALSF-II (9L) Building Site
017	FAA Glide Slope Site (9L)
018	FAA Localizer (9L) / ALSF-II (27R) / MALSR (22R) Building Site
019	FAA Glide Slope Site (27R)
020	*FAA Midpoint RVR (9R/27L)*
021	*Vacant (Former 14L/32R Midpoint RVR)*
022	*FAA VOR / DME*
023	FAA Remote Center Air / Ground (RCAG) Facility
024	FAA Remote Transmitter / Receiver P
025	FAA Remote Transmitter / Receiver Q
026	*Vacant (Former 14L Glide Slope)*
027	*Vacant (Former 32R Localizer)*
028	*Vacant (Former 14L ALSF-II)*
030	*FAA Glide Slope Site (9R)*
031	*FAA Midpoint RVR (15/33)*
032	FAA Localizer (10C) / ALSF-II (28C) Building Site
033	*FAA Localizer (33) / ALSF-II (15) / Bird Radar Building Site / Special Purpose Area Building*
034	FAA Localizer (28C) / ALSF-II (10C) Building Site
035	*FAA Glide Slope / Engine Generator Site (15)*

036	*FAA PCS (ORD-A ASR) Radar Building Site*
037	FAA Remote Transmitter / Receiver R
038	*FAA Building*
039	FAA Remote Transmitter / Receiver S
040	*FAA Localizer (27L) / MALSR (9R) Building Site*
041	*FAA LLWAS Sensor #1 / ASDE-X Remote Unit (ORD-A)*
042	FAA LLWAS Sensor #2 / ASDE-X Remote Unit (ORD-B)
043	FAA LLWAS Sensor #6 / ASDE-X Remote Unit (ORD-C)
044	FAA Glide Slope Site (10C)
045	FAA Inner Marker (28C)
046	FAA Glide Slope Site (28C)
048	FAA Inner Marker (28L)
050	FAA LLWAS Sensor #15 / ASDE-X Remote Unit (ORD-I)
051	FAA LLWAS Sensor #19
056	*FAA Remote Transmitter / Receiver - ORD*
057	FAA Localizer (22R) Building Site
058	FAA Glide Slope Site (10L)
060	FAA ASDE-X Remote Unit (ORD-D)
062	*FAA Remote Transmitter / Receiver U / LLWAS Sensor #16 / ASDE-X Remote Unit (ORD-J)*
063	FAA Localizer (15) / FAA Midpoint RVR (10L/28R)
065	FAA ASDE-X Remote Unit (ORD-G)
066	FAA DME (15) Building Site
068	FAA Localizer (22L) / MALSR (4R) Building Site
070	FAA Localizer (10R) Offset Building Site
072	FAA HVAC Special Purpose Area Building
073	FAA Hazmat Building Site
074	FAA Special Purpose Area Building
076	FAA Glide Slope Site (4R)
078	FAA Localizer (28L) / ALSF-II (10R) Building Site
079	FAA Localizer (10R) / ALSF-II (28L) Building Site
082	FAA Hazmat Storage
083	FAA ASDE-X Remote Unit (ORD-L)
085	FAA Glide Slope Site (28R)
086	FAA LLWAS Sensor #22 / ASDE-X Remote Unit (ORD-M)
088	FAA Remote Transmitter / Receiver D / LLWAS Sensor #7 / ASDE-X Remote Unit (ORD-N)
089	FAA LLWAS Sensor #8
091	FAA Glide Slope Site (22L)
092	FAA Localizer (10L) / Localizer (4R) / ALSF-II (28R) Building Site

093	FAA OHAA Building Site
095	FAA MALSR (22L) Building Site
099	*LAAS Electronics Shed*

Terminal Area (200-400)	
Building Number	Description
200	*Terminal 2 (Building #4)*
201	Pedestrian Tunnel 2A
202	Pedestrian Tunnel 2B
203	Pedestrian Tunnel 2C
204	Pedestrian Tunnel 2D
205	*Concourse E/F & Concourse E/F Link*
206	Terminal 2, ATS Station (ATS-T2)
207	Terminal 2, UPS Building
209*	Terminal 1, ATS Station (ATS-T1)
210	*Concourse E*
211*	Facility Power Substation 1 & 2
212*	Terminal 1, UPS Building
213*	Pedestrian Tunnel 1A
214*	Pedestrian Tunnel 1B
215	*Concourse F*
221*	Terminal 1
222*	Concourse B
225*	Terminal 1 Baggage & Pedestrian Tunnel
226*	Concourse C
230	Post #8 Guardhouse
250	Rotunda (Building #6)
260	Concourse G (Building #7)
*291**	*Post #7 Guardhouse*
300	Terminal 3 (Building #8)
303	Pedestrian Tunnel 3A
304	Pedestrian Tunnel 3B
305	Concourse H/K & Concourse H/K Link
306	Pedestrian Tunnel 3C
307	Pedestrian Center #7
310	Concourse H
315	Concourse K
320	Concourse L

321	Traction Power Substation A / Facility Power Substation 3
322	Terminal 3 UPS Building
323	Terminal 3 ATS Station (ATS-T3)
324	Terminal 5 ATS Station (ATS-T5)
325	Terminal 5 / Concourse M
330	Post #10 Guardhouse
400	CDA Operations (Former Air Traffic Control Tower)
402	FAA Airport Traffic Control Tower Central / ASDE
405	Hilton Hotel
406	Traction Power Substation B / Facility Power Substation 4
410	Elevated Parking Structure (EPS)
411	Transportation Center Boiler House
412	Transportation Center
425	Pump House - Parking Lot (Fire)
427	Pump House Stairway Enclosure
430	North Block House
432	Intake Room #1
437	Exhaust Room #2
438	Exhaust Room #1
440	Intake Room #2
441	CTA Service Entrance
443	CTA Air Intake
450	H & R Building
451	*City Substation Building*
452	Vacant
456	South Cooling Tower
457	Southeast Cooling Tower
460	North Cooling Tower
462	Commonwealth Edison Switchyard
464	*AT&T Building*
466	*AT&T Garage*
472	City Substation RB-40 Building
474	CTA Substation
475	A.R.F.F. Station #3
480	Taxiway Bridge Lift Station
490	Sprinkler Control Room
495	AAL Ground Service Equipment (GSE) Support Building

Southeast Service Area (500)	
Building Number	Description
500	*Post #4A Guardhouse*
501	*Salt Storage*
502	Airport Maintenance Complex (AMC)
503	*Salt Storage*
504	Gate Gourmet Flight Kitchen
505	City Glycol & Runway Deicer Facility
507	City Gas Stand
509	*Post #4 Guardhouse*
513	Vacant
514	Worldwide Flight Services (WFS)
515	Total Airport Services (TAS) / Air Canada Cargo
516	Alliance Ground International (AGI) / Air General
517	Alliance Ground International (AGI)
519	*Police - CPD (Former City Warehouse)*
521	Chicago Police Department
522	ATS Maintenance & Storage Facility / Facility Power Substation 7
523	*Outside Plumber Shop*
524	Commercial Vehicle Holding Area Building
525	*Triturator*
526	Terminal 5 Pumping Station
527	*Vacant (Former Delta Cargo)*
532	Commercial Vehicle Holding Area Restroom
533	Commercial Vehicle Holding Area Prayer Rooms
560	Alamo/National Car Rental Maintenance
561	*Post #11 Guardhouse*
562	Hertz Car Rental Check-in & Administration
564	Avis Car Rental Check-in
565	Traction Power Substation C / Facility Power Substation 5
566	Hertz Gas Island
567	Rent-a-Car ATC / UPS Building
568	Avis Gas Island
569	*Dollar Rent-A-Car*
570	Alamo/National Car Rental Administration
571	Facility Power Substation 6
572	Hertz Car Rental Maintenance
573	Hertz North Customer Service Building

574	Avis Car Rental Administration & Maintenance
575	Alamo/National Gas Island
576	Avis Car Rental Customer Service Building
580	Budget Rent a Car Administration
581	O'Hare Metra Transfer Station
582	Post #3 Guardhouse
583	AMC Airline Employee Lot Guardhouse
584	Emergency ATS Station
590	Mixed Use Cargo Building

South Cargo Area (600)	
Building Number	Description
600	U.S. Postal Service Air Mail Facility (AMF)
601	Post #5 Guardhouse
602	A.R.F.F. Station #1
605	Post #5A Guardhouse
607	South Airfield Lighting Control Vault
609	American Airlines Cargo Building
612	Federal Express Freight Building
613	Delta Cargo Building
614	United Parcel Service
615	Post #5 Equipment Building
616	Lufthansa Cargo Building
617	Air France/KLM Cargo Building
618	Swissport Cargo Building
622	Pump House
623	Valve Vault
628	Federal Express Guardhouse
629	Backflow Preventer
630	United Airlines Cargo Building
631	Federal Express Main Sort Building
632	Federal Express World Service Center
633	Federal Express Vehicle Maintenance Building
634	Federal Express Aircraft Maintenance Building
635	FAA Airport Traffic Control Tower South
637	Backflow Preventer
639	Backflow Preventer
641	Fueling Station

642	Fan Room
643	Pumping Station
644	Backflow Preventer
646	Federal Express Glycol Dispensing Facility
650	United Parcel Service Guardhouse
660	U.S. Postal Service Processing and Distribution Center (PDC)
663	Nippon Cargo Airlines

Maintenance Hangar Area (700)	
Building Number	Description
700	Post #1 Guardhouse
701	*CDA Communications Service Center / North Airfield A.R.F.F. Station #4*
702	*A.R.F.F. Station #2*
703	A.R.F.F. Training Pump House
704	A.R.F.F. Training Control Center
705	*Post #2 Guardhouse*
707	A.R.F.F. Propane Tanks
708	Commonwealth Edison Substation
710	United Airlines Service Center
711	A.R.F.F. Training Simulator
712	United Airlines Boiler & Pumphouse
713	FAA Airport Traffic Control Tower North
714	FAA ATCT North Transformer Building
721	North Airfield Lighting Vault
722	AAL Fire Pump House
723	*AAL Ground Equipment Maintenance (GEM) Building*
724	AAL Fire Pump House
725	*AAL Maintenance Hangar #2*
726	AAL Triturator
727	AAL Maintenance Hangar #1
729	*UAL Ground Equipment Maintenance (GEM) Building*
732	*AAL Fire Pump House*
741	*Gate Gourmet Flight Kitchen (#1)*
742	*Gate Gourmet Flight Kitchen (#2)*
746	*UAL Office and Medical Personnel Building*
750	*UAL Hangar 5/5A (Maintenance Facility)*
751	Skywest Maintenance Hangar
753	Pump House

755	Delta Maintenance
757	UAL Maintenance
760	AAL Maintenance
761	*Ground Run-up Enclosure*
762	Pump House
770	UAL Maintenance Facility
780	UAL Potable Water and Lavatory Service Building
785	CDA/FAA Mixed Use 1651 CARMEN DR
786	CDA Mixed Use 1701 CARMEN DR
790	AGI Main Building (Lockheed Building)
791	Post #2A Guardhouse
792	Post #2A Equipment Building
793	Backflow Preventer
794	Backflow Preventer
795	Fuel Farm
797	Fuel Farm Pump House

Northeast Development Area (800)	
Building Number	Description
801	Fire Water Pump Station
804	Aviation Administration Building (Chicago Department of Aviation) 10510 W ZEMKE
808	Aviation Administration Building Boiler House
810	Enterprise Rent-A-Car Check-In and Administration
811	Enterprise Rent-A-Car Gas Island
812	Enterprise Rent-A-Car Maintenance
819	Pump House
825	Signature Flight Support
833	Post #12 Guardhouse
834	Post #12 Equipment Building
836	Aeroterm Northeast Cargo Center (Phase I) - TAS / AGI / DHL
837	Aeroterm Northeast Cargo Center (Phase II) - Swissport
843	Fuel Farm Pump House
845	Fuel Farm Storage Shed
848	Pump Shed
850	Aviation Security Building (Chicago Department of Aviation)
860	*Salt Dome*
887	Fuel Storage Shed
891	City (CDA) Warehouse / Skilled Trade Center

893	Mixed Use Building
895	DHL
899	Department of Homeland Security

Support Area (900)	
Building Number	Description
900	South Basin Pump Station
901	Meter House
903	Bessie Coleman Lift Station
906	Canine Storage Facility
912	United Airlines Reservation Center
913	Alliant Credit Union
920	Willow-Higgins Pump Station (ST140 Pump Station)
921	*Power Vault*
926	Meter House
928	*Central Basin Pump Station*
929	*Canine Patrol Service*
931	Meter House
941	Northwest Suburban Municipal Joint Action Water Agency (NSMJAWA) Main Pump House
942	Northwest Suburban Municipal Joint Action Water Agency (NSMJAWA) Garage
943	Northwest Suburban Municipal Joint Action Water Agency (NSMJAWA) Chicago Meter Vault
945	Truck Staging Area
957	North Pump Station
959	North Pump Station (Inactive)
961	Electrical Vault, Fan Rooms 1 & 2
967	Substation
977	Lake O'Hare Outfall Station
982	South Drainage Lift Station
987	*Lockheed Maintenance Facility*
988	*Truck Fuel Stand & Airline Glycol Facility*
989	*Super Fuel Satellite*
993	Daytona Beach Lift Station
995	East Meter House
996	Southeast Meter House
998	Domestic Water Station

Future Facilities List	
Landside	
Building Number	Description
820	O'Hare MMF (Consolidated Rental Car Facility) - Vehicle Service Center (QTA)
821	ATS Support Building / Facility Power Substation D
822	O'Hare MMF (Consolidated Rental Car Facility) QTA Support Building
830	O'Hare MMF (Consolidated Rental Car Facility) – Customer Service Center (Parking Structure) 10255 W. Zemke Rd
840	Mobil Station / Chicago Travel Plaza
944	Northwest Suburban Municipal Joint Action Water Agency (NSMJAWA) Generator Building
L1	Terminal 5 Parking Garage
L2	West Employee Ground Transportation Facility and Parking Garage
L3	Car Wash Maintenance Bay
L4	Fueling Station
L5	Operations / Administration Office
L6	Operations / Administration Office
L7	Car Wash Maintenance Bay
L8	CPD K9 Facility
Terminal	
Building Number	Description
T1	West Employee Screening Facility
T2	Satellite 2 Concourse
T3	Satellite 1 Concourse
T4	O'Hare Global Terminal and Concourse
Support	
Building Number	Description
003	FAA Runway Status Lights Building Site (9R/27L)
041	FAA LOC (27C) / ALSF-II (9C) Building Site
047	FAA PCS (ORD ASR) Radar Building Site
049	FAA Glide Slope Site (9C)
052	FAA Runway Status Lights Building Site (10C/28C and 10R/28L)
053	FAA LOC(9C) / ALSF-II (27C) Building Site
055	FAA Glide Slope Site (27C)
062	FAA Remote Transmitter / Receiver U / LLWAS Sensor #16 / ASDE-X Remote Unit (ORD-J)
069	DME
090	FAA LOC (27L) / ALSF-II (9R) Building Site
094	FAA Glide Slope Site (27L)
096	FAA Glide Slope Site (9R)

097	FAA Midpoint RVR (9R/27L)
098	FAA ASDE (ORD-A) / Engine Generator
099	FAA LOC (9R) / ALSF-II (27L) Building Site
103	Central Deicing Facility Ramp Tower
116	Truck Rack Facility
117	UAL Deicing Ground Service Equipment (GSE) Building
118	AAL Central Deicing Building
231	Miami Beach Lift Station
491	Generator Building
492	Switchgear Building
501	Salt Storage
512	Airport Maintenance Complex (AMC) Expansion
559	Post #11 Guardhouse
701	A.R.F.F. Station #4
738	Post #15 Guardhouse
739	Post #16 Guardhouse
764	AAL Ground Equipment Maintenance (GEM) Building
765	AAL Truck Wash Building
766	AAL Hazardous Materials Storage Building
767	AAL Maintenance Hangar #2
771	UAL Ground Equipment Maintenance (GEM) Building
772	UAL Facility Maintenance (FMS) Building
773	UAL Move Team and Provisioning (AOS) Building
774	UAL 180-Day Storage Building
775	UAL Widebody Hangar 5/5A
781	Post #2 Guardhouse
802	A.R.F.F. Station #2
823	Traction Power Substation D
838	Aeroterm Northeast Cargo Center (Phase III)
888	East Airfield Lighting Control Vault (EALCV)
S1	Fuel Farm Administration and Control Building
S2	Ground Run-Up Enclosure (GRE)
S3	West Heating and Refrigeration Facility
S4	A.R.F.F Station #1 Expansion
S5	Triturator Building
S6	AT&T Remote Terminal #1
S7	AT&T Remote Terminal #3
S8	Additional Airport Maintenance Complex (AMC) Expansion

S9	Centralized Distribution and Receiving Facility
S10	West Airfield Lighting Control Vault (WALCV)
Hotel	
Building Number	Description
H1	Terminal 5 Hotel Facility
H2	Multimodal Facility (MMF) Hotel and Mixed-Use Development

NOTES:
1. Existing facilities listed in *GREEN* correspond to demolished and/or relocated facilities.
2. Facility numbers listed with and "*" have been renumbered since April 2017.
SOURCE: Chicago Department of Aviation and Ricondo & Associates, Inc., Draft O'Hare Future Airport Layout Plan, submitted to the FAA November 19, 2021.

APPENDIX C

Summary of Gates and Frontage
Chicago O'Hare International Airport

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INTRODUCTION

The *Terminal Area Plan Project Descriptions* defines individual proposed projects that improve gate flexibility, modernize terminal facilities, and otherwise support terminal and gate growth at the Airport. This appendix summarizes proposed changes to gate frontage and gates. For a full description of the TAP, refer to Volume I, for Projects 1 through 17, T1, and T2, and Volume II for Projects 18 through 38.

KEY ASSUMPTIONS

Listed below are document-specific assumptions for recurring terms.

- "Gate" refers to a single aircraft parking position adjacent to a terminal building that is used for the boarding and alighting of passengers.
- "Gate frontage" is the measurement to describe the available length along terminal buildings that may be used for parking aircraft at gates. Gate frontage quantities are based on the *Airline Use and Lease Agreement* (May 2018), "Exhibit D" and "Exhibit L", which quantify gate frontage to the nearest foot. Gate frontage is a better indicator of gate capacity than gate count because gate frontage is expressed in a standard measurement of feet, unlike gates which vary in size and are, therefore, not a standard unit of measurement. Gate frontage measurements are used to track the Airport's gate capacity growth.
- Existing, Future, and Proposed Facilities:
  - "Existing" refers to O'Hare facilities that were operating as of April 27, 2017.
  - "Future" refers to O'Hare facilities that were not operating as of April 27, 2017 but have been planned. This designation may include facilities that have been completed since April 27, 2017. These projects establish a "future baseline" condition. The "future" projects that change the airport's gate count and gate frontage include:
    - Concourse F Restriping for Gate 24B (+1 Gate) [March 2018 Completion]
    - Project B22: Terminal 3 Concourse L Extension "Stinger" (+5 Gates) [May 2018 Completion]
    - Project B59: Terminal 3 Concourse L Stinger Two-Gate Addition and Associated Apron Pavement (+2 Gates) [2022 Expected Completion]
    - Project B42: Terminal 5 Expansion (+10 Gates[1]) [2022 Expected Completion]
  - "Proposed" refers to projects for which the CDA is seeking regulatory approval. Projects 1-38 and temporary projects T1 and T2 are all "proposed." The proposed projects that change the airport's gate count and gate frontage include:
    - Project 1: O'Hare Global Terminal and Concourse and Associated Apron Pavement (O'Hare Global Terminal)
    - Project 2: Satellite 1 Concourse and Associated Pavement (Satellite 1)
    - Project 3: Satellite 2 Concourse and Associated Apron Pavement (Satellite 2)
    - Project 5: Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion (Concourse L One-Gate Addition)
  - Refer to Appendix A for the Listing of Proposed and Baseline projects.

1 The Terminal 5 Expansion includes relocation of two (2) Essential Air Service (EAS) gates from Terminal 3 Concourse L to Terminal 5 Concourse M; therefore, the future baseline projects result in a net +16 gate increase. The EAS gates accommodate small, commuter aircraft.

AIRCRAFT GATE FRONTAGE

The *Terminal Area Plan Project Descriptions* identifies four (4) proposed projects that will increase gate frontage. These proposed projects are summarized in **Table 1**.

TABLE 1 TAP GATE FRONTAGE ADDITIONS

	PROPOSED PROJECT NUMBER AND PROJECT NAME	FRONTAGE (LINEAR FEET)
1	O'Hare Global Terminal and Concourse and Associated Apron Pavement	+ 2,901
2	Satellite 1 Concourse and Associated Pavement	+ 2,776
3	Satellite 2 Concourse and Associated Apron Pavement	+ 3,561
5	Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion	+ 110
	Total	**+ 9,348**

SOURCES: City of Chicago, *Airline Use and Lease Agreement*, O'Hare International Airport, May 2018; Chicago Department of Aviation and Ricondo & Associates, Inc., November 2021.

Gate frontage reductions are required to enable the proposed facility construction and integration. The *Terminal Area Plan Project Descriptions* identify five (5) existing facilities that will have fully or partially reduced gate frontage. Gate frontage reductions from Terminal 1 Concourse B, Terminal 2 Concourse E and F, and Terminal 3 Concourse G are associated with the proposed O'Hare Global Terminal (Project 1); the gate frontage reduction from Terminal 1 Concourse C is associated with the proposed Satellite 1 (Project 2). The gate frontage reductions of these proposed demolitions are summarized in **Table 2**.

TABLE 2 TAP GATE FRONTAGE REDUCTIONS

EXISTING FACILITY	ACTION	FRONTAGE (LINEAR FEET)
Terminal 1 Concourse B	Structurally integrate Terminal 1 Concourse B with the O'Hare Global Terminal	- 410
Terminal 1 Concourse C	Structurally integrate Terminal 1 Concourse C with Satellite 1	- 366
Terminal 2 Concourse E	Demolish Terminal 2 Concourse E for O'Hare Global Terminal	- 2,080[1]
Terminal 2 Concourse F	Demolish Terminal 2 Concourse F for O'Hare Global Terminal	- 2,290
Terminal 3 Concourse G	Integrate Terminal 3 Concourse G Apron with the O'Hare Global Terminal	- 344
	Total	**- 5,490**

SOURCES: City of Chicago, *Airline Use and Lease Agreement*, O'Hare International Airport, May 2018; Chicago Department of Aviation and Ricondo & Associates, Inc., November 2021.

NOTE:

1 The existing (operating as of April 27, 2017) Concourse E is 2,060 linear feet. The 2,080 linear feet reduction includes an additional 20 linear feet of gate frontage that is added to Concourse E as a future condition; it is the future gate frontage measurement that is proposed for demolition. Terminal 2 Concourse E gate frontage will be temporarily adjusted throughout the TAP construction phasing.

The Terminal 3 Concourse L Extension "Stinger" (+535 linear feet), Terminal 3 Concourse L Stinger Two-Gate Addition (+220 linear feet), and Terminal 5 Expansion (+1,607 linear feet) result in a net 2,362-foot future baseline gate frontage increase. The Gate F24B Reconfiguration restripes the apron pavement to add an aircraft parking position but does not affect existing gate frontage.

The cumulative gate frontage reductions and additions of the proposed projects will replace existing gate frontage and grow the airport's overall gate frontage by 3,858 linear feet. The proposed projects will be constructed in phases, allowing the airport to commission new facilities and demolish existing facilities on a schedule that grows the airport's overall gate frontage. **Table 3** sequences the gate frontage additions of Table 1 and gate frontage reductions of Table 2 and tracks the gate capacity growth. The gate frontage change of each facility is assumed in totality in Table 3 for simplicity and further quantifies the cumulative gate frontage and growth throughout implementation of TAP.

TABLE 3 GATE FRONTAGE THROUGH TAP IMPLEMENTATION

CONDITION/PROPOSED ACTION: FACILITY	FRONTAGE CHANGE (LINEAR FEET)	CUMULATIVE FRONTAGE (LINEAR FEET)	CHANGE FROM APRIL 2017 (%)	CHANGE FROM FUTURE BASELINE
Existing (April 2017)	**N/A**	**24,770**	**N/A**	**N/A**
Future Baseline	**+ 2,362**	**27,132**	**+9.5%**	**N/A**
Structurally integrate with the O'Hare Global Terminal: Terminal 1 Concourse B	- 410	-5,490	-22%	-20%
Structurally integrate with Satellite 1: Terminal 1 Concourse C	- 366			
Demolish for the O'Hare Global Terminal: Terminal 2 Concourse E	- 2,080			
Demolish for the O'Hare Global Terminal: Terminal 2 Concourse F	- 2,290			
Integrate with the O'Hare Global Terminal: Terminal 3 Concourse G Apron	- 344			
Construct: Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion	+ 110	+9,348	+38%	+35%
Construct: Satellite 2 Concourse and Associated Apron Pavement	+ 3,561			
Construct: Satellite 1 Concourse and Associated Pavement	+ 2,776			
Construct: O'Hare Global Terminal and Concourse and Associated Apron Pavement	+ 2,901			
TAP (Cumulative)	**+ 3,858**	**30,990**	**+25%**	**+14%**

SOURCES: City of Chicago, *Airline Use and Lease Agreement*, O'Hare International Airport, May 2018; Chicago Department of Aviation and Ricondo & Associates, Inc., November 2021.

Exhibit 1-A depicts the proposed changes to the overall airport gate frontage through TAP implementation as listed in Table 3.

CDA
CHICAGO DEPARTMENT OF AVIATION

NOVEMBER 2021
DRAFT

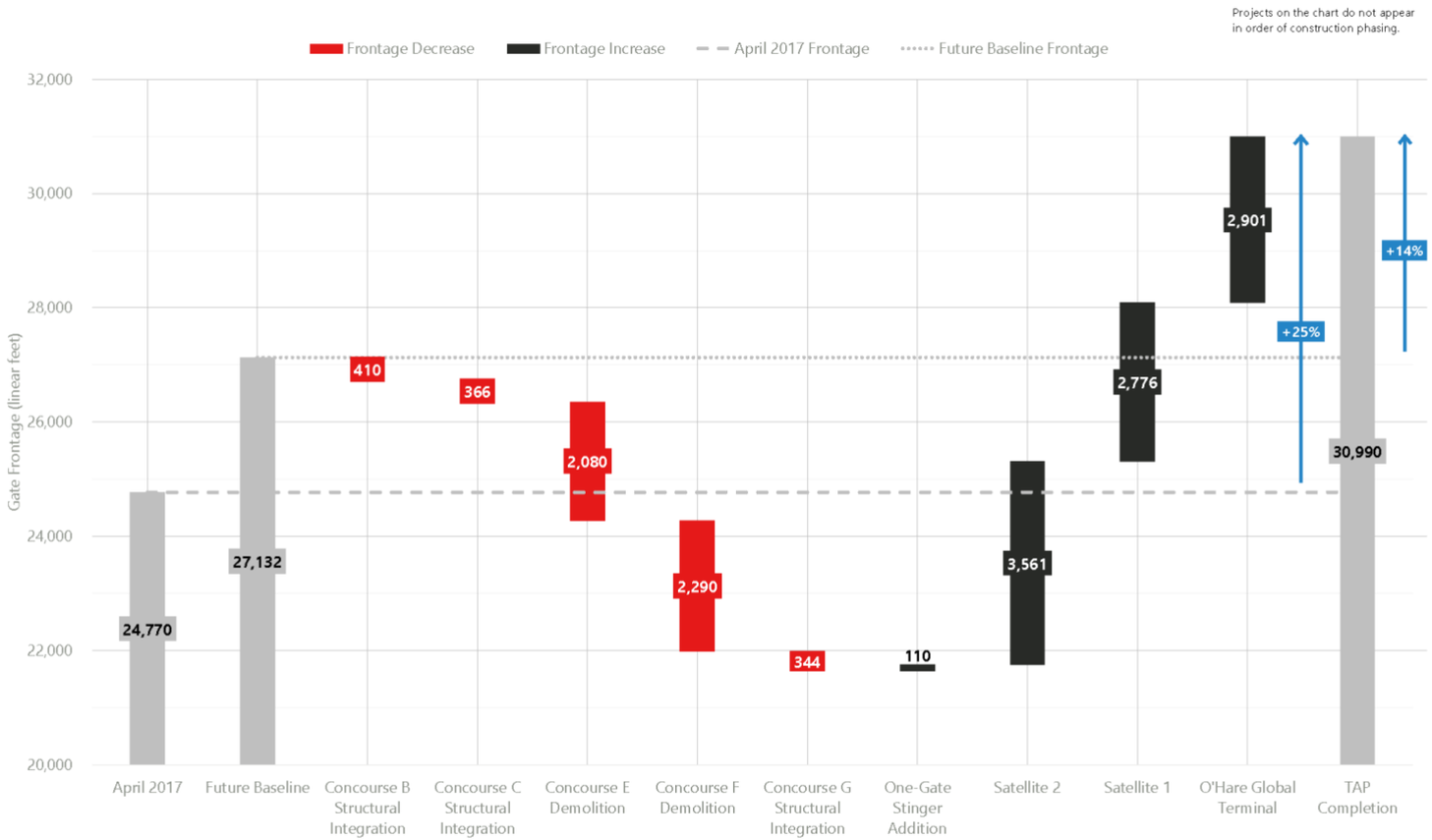

EXHIBIT 1-A

SOURCES: City of Chicago, *Airline Use and Lease Agreement*, O'Hare International, May 2018 ; O'Hare International Airport, *Future Airport Layout Plan Draft*, Ricondo & Associates, Inc., analysis, November 2021.

Gate Frontage Through TAP Implementation

corporate:Creative Services:01 Projects:01 Client Projects:2019:CDA:11010735_0003.02_O'Hare 21 Project Description:Exhibits_052019:11010735_0001_20_Gate Frontage Phase 1A.indd

Terminal Area Plan

Project Descriptions

The proposed actions of the TAP, listed in Table 3, will be constructed in phases which will maintain or grow the Airport's total gate frontage. Temporary and proposed facilities will replace frontage reductions from existing facility demolitions, and therefore, will not decrease the Airport's overall frontage throughout TAP implementation. The gate frontage quantities listed in Table 3 are segmented for phasing. The Airport's chronological increases in gate frontage throughout construction phasing of the TAP are summarized in **Table 4** and depicted on **Exhibit 1-B**.

TABLE 4 GATE FRONTAGE BY CONSTRUCTION PHASING SCHEDULE

CONDITION/PHASE	PROPOSED ACTIONS	FRONTAGE CHANGE (LINEAR FEET)	CUMULATIVE FRONTAGE (LINEAR FEET)
Existing (April 2017)	**N/A**	**N/A**	**24,770**
Future Baseline	**Baseline actions**	**+2,362**	**27,132**
2024 (Second Quarter)	Temporary Walkway/Extended Jetway from Concourse C, temporary Terminal 1 Concourse B closure for Consolidated Tunnel construction	+118	27,250
2024 (Fourth Quarter)	Terminal 3 Concourse L Stinger One-Gate Addition, partial Satellite 1 opening, temporary Terminal 1 Concourse B closure for Consolidated Tunnel construction, temporary Terminal 1 Concourse C closure for Consolidated Tunnel construction, partial Terminal 2 Concourse E Demolition for Consolidated Tunnel and O'Hare Global Terminal construction	+644	27,894
2025 (First Quarter)	Satellite 2, remaining Terminal 2 Concourse E Demolition, partial Terminal 2 Concourse F Demolition for O'Hare Global Terminal construction	+950	28,822
2026 (First Quarter)	Partial Satellite 1 opening, remaining Terminal 2 Concourse F Demolition	+21	28,843
TAP (2029)	**O'Hare Global Terminal (structurally integrate with Terminal 1 and Concourse B**, integrate with **Terminal 3 Concourse G Apron), remaining Satellite 1 opening (structurally integrate with Terminal 1 Concourse C)**	**+2,147**	**30,990**

SOURCES: City of Chicago, *Airline Use and Lease Agreement*, O'Hare International Airport, May 2018; Chicago Department of Aviation and Ricondo & Associates, Inc., November 2021.

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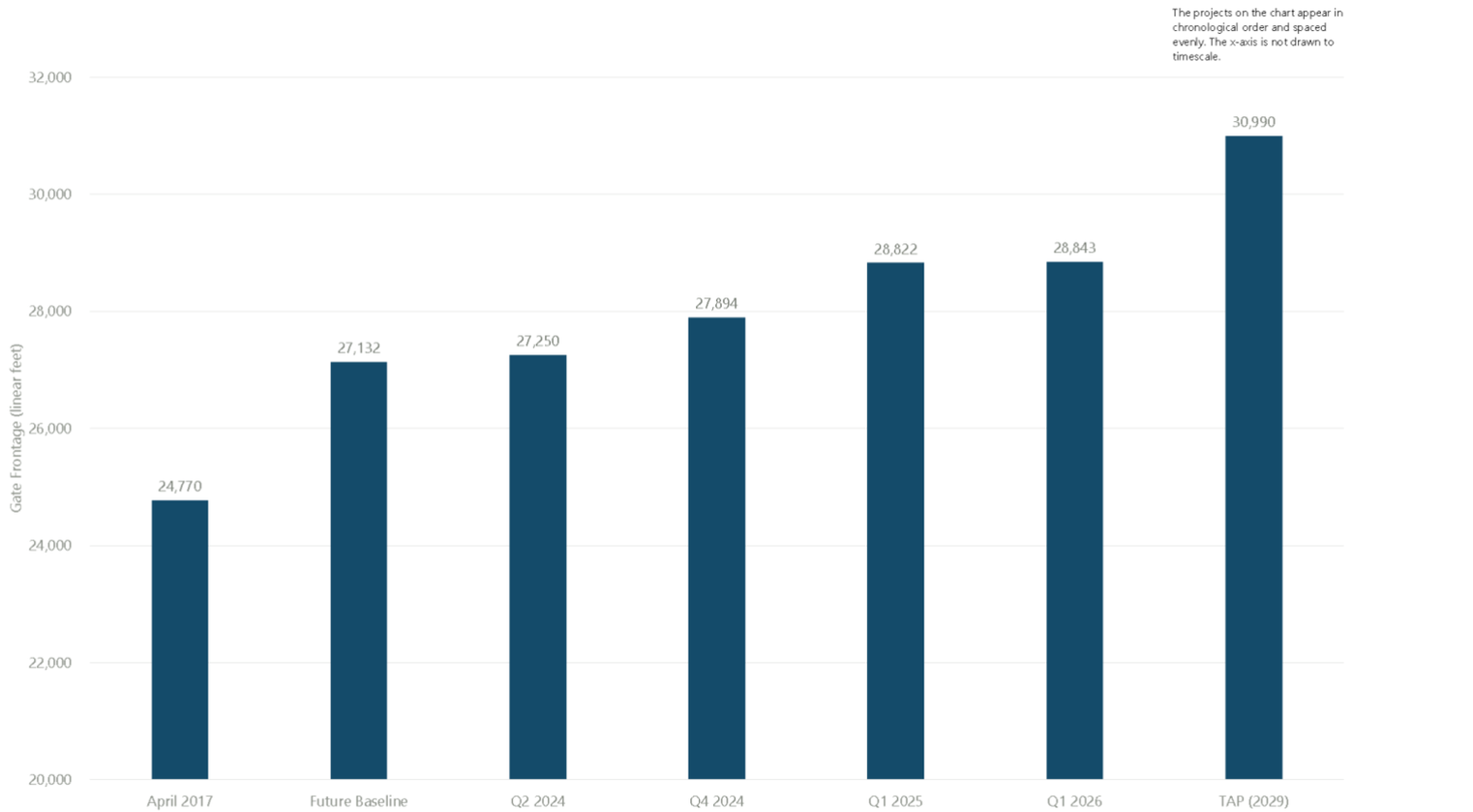

EXHIBIT 1-B

Gate Frontage by Construction Phasing Schedule

SOURCES: City of Chicago, *Airline Use and Lease Agreement*, O'Hare International, May 2018 ; O'Hare International Airport, *Future Airport Layout Plan Draft*, Ricondo & Associates, Inc., analysis, November 2021.

corporate:Creative Services:01 Projects:01 Client Projects:2019:CD:K1010735_0003.02_O'Hare 21 Project Description:Exhibits_052019:1010735_0001_20 Gate Frontage Phase 1B .indd

Terminal Area Plan

Project Descriptions

AIRCRAFT GATES

The *Terminal Area Plan Project Descriptions* identifies five (5) existing facilities and four (4) proposed projects that will affect the airport's gate frontage. These nine (9) actions and two (2) apron reconfigurations will affect the airport's gate count. The gate count depends on the size of aircraft parked on the gate frontage. Gate frontage divided into gates for larger aircraft yield fewer total gates than the same length of gate frontage divided into gates for smaller aircraft. The aircraft mix changes from the Existing (April 2017) gate layout to the TAP gate layout, which includes larger aircraft requiring more gate frontage per gate. Therefore, the gate count is not correlated to the gate frontage.

A feature of TAP is to provide additional Multiple Aircraft Ramp System (MARS) gate configurations, which are gates that provide flexibility with apron striping for a single large aircraft or multiple smaller aircraft across the same length of gate frontage. MARS-configured gates can accommodate the demand for holdroom space for any aircraft parking conditions and include multiple passenger boarding bridges (PBBs) with at least one per individual parking position.

MARS capability increases the flexibility of individual gate positions and reflects the varied nature of the aircraft fleet mix operating at the Airport. Historically, the Airport has configured select gates for larger aircraft. When smaller aircraft park on a larger-than-necessary gate, surplus space exists between the smaller aircraft and the aircraft parked on the adjacent gate. MARS capability allows that surplus space to be used more effectively by creating additional individual gate positions when smaller aircraft are parked at gates that otherwise could accommodate larger aircraft. In this configuration, the overall gate count increases while the total amount of gate capacity as measured by gate frontage remains constant.

MARS capability reduces the gate frontage dedicated to specific sizes of aircraft, which increases overall gate frontage utilization. The flexibility of MARS-configured gates allows gate frontage to be utilized by whichever aircraft or operation has the highest demand during different periods of the day.

MARS-configured gates induce a variable number of aircraft parking positions and dependencies between multiple possible configurations; therefore, the gate count is expressed as a range by the following methods:

- The maximum gauge gate count equals the total number of aircraft parked on 100 percent of the gate frontage in which the largest gauges of aircraft are parked, representing the fewest possible number of aircraft parked on the MARS-configured gates (i.e., the minimum gate count).
- The maximum gate count equals the total number of aircraft parked on 100 percent of the gate frontage in which the smallest gauges of aircraft are parked, representing the greatest possible number of aircraft parked on the MARS-configured gates.

Changes to existing facilities will also include apron reconfigurations at Terminal 1 Concourses B and C, adding MARS-configured gates and re-sizing existing gates, further affecting the variability of the gate count. These apron reconfigurations affect the gate count, not the gate frontage.

The gate additions are summarized in **Table 5** and gate reductions are summarized in **Table 6**.

TABLE 5 TAP GATE ADDITIONS

PROPOSED ACTION: FACILITY	MAXIMUM GAUGE GATE COUNT (MINIMUM COUNT)	MAXIMUM GATE COUNT
Construct: O'Hare Global Terminal and Concourse and Associated Apron Pavement	+ 12	+ 21
Construct: Satellite 1 Concourse and Associated Pavement	+ 11	+ 21
Construct: Satellite 2 Concourse and Associated Apron Pavement	+ 24	+ 24
Construct: Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion	0	+ 1
Reconfigure apron: Terminal 1 Concourse C	+ 3	+ 7
	Total + 50	**+ 74**

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., November 2021.

TABLE 6 TAP GATE REDUCTIONS

PROPOSED ACTION: FACILITY	MAXIMUM GAUGE GATE COUNT (MINIMUM COUNT)	MAXIMUM GATE COUNT
Structurally integrate with the O'Hare Global Terminal: Terminal 1 Concourse B	- 3	- 4
Reconfigure apron: Terminal 1 Concourse B	- 1	0
Structurally integrate with Satellite 1: Terminal 1 Concourse C	- 8	- 8
Demolish for the O'Hare Global Terminal: Terminal 2 Concourse E	- 16	- 16
Demolish for the O'Hare Global Terminal: Terminal 2 Concourse F	- 21	- 24
Integrate with the O'Hare Global Terminal: Terminal 3 Concourse G Apron	- 7	- 7
	Total - 56	**- 59**

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., November 2021.

The cumulative gate reductions and additions of the proposed projects will replace existing gates with new MARS-configured gates. As previously discussed, this configuration of gates results in additional variability in the number of aircraft parking positions along a fixed length of gate frontage. Therefore, the gate count is expressed as a range. **Table 7** summarizes the gate additions and reductions provided in Table 5 and Table 6, respectively, to quantify the TAP gate count.

TABLE 7 TAP CUMULATIVE GATE COUNT

PROPOSED ACTION: FACILITY	MINIMUM GATE COUNT CHANGE	MINIMUM GATE COUNT	MAXIMUM GATE COUNT CHANGE	MAXIMUM GATE COUNT
Existing (April 2017)[1]	**N/A**	**175**	**N/A**	**185**
Future Baseline[1]	**+ 14**	**189**	**+ 20**	**205**
Structurally integrate with the O'Hare Global Terminal: Terminal 1 Concourse B	- 3	-56	- 4	-59
Reconfigure apron: Terminal 1 Concourse B	- 1		0	
Structurally integrate with Satellite 1: Terminal 1 Concourse C	- 8		- 8	
Demolish for the O'Hare Global Terminal: Terminal 2 Concourse E	- 16		- 16	
Demolish for the O'Hare Global Terminal: Terminal 2 Concourse F	- 21		- 24	
Integrate with the O'Hare Global Terminal: Terminal 3 Concourse G Apron	- 7		- 7	
Construct: O'Hare Global Terminal and Concourse and Associated Apron Pavement	+ 12	+50	+ 21	+74
Construct: Satellite 1 Concourse and Associated Pavement	+ 11		+ 21	
Construct: Satellite 2 Concourse and Associated Apron Pavement	+ 24		+ 24	
Construct: Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion	0		+ 1	
Reconfigure apron: Terminal 1 Concourse C	+ 3		+ 7	
TAP	**- 6**	**183**	**+ 15**	**220**

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., November 2021.
NOTES:
1 The Existing (April 2017) and Future Baseline include some MARS-configured flexible gate layouts, therefore these gate counts are also expressed as a range.

The gate layouts summarized in Tables 4, 5, and 6 are depicted on the following exhibits:

- **Exhibit 2-A** – Existing (April 2017) (Minimum Gate Count): illustrates the Existing (April 2017) 175-gate layout. The gate count reflects the largest gauges of aircraft parked at existing MARS-configured gates, yielding the minimum gate count for the Existing (April 2017) layout.
- **Exhibit 2-B** – Existing (April 2017) (Maximum Gate Count): illustrates the Existing (April 2017) 185-gate layout. The gate count reflects the smallest gauges of aircraft parked at existing MARS-configured gates, yielding the maximum gate count for the Existing (April 2017) layout.
- **Exhibit 3-A** – Future Baseline (Minimum Gate Count): illustrates the Future Baseline 189-gate layout. The gate count reflects the largest gauges of aircraft parked at the MARS-configured gates, yielding the minimum gate count for the Future Baseline layout.
- **Exhibit 3-B** – Future Baseline (Maximum Gate Count): illustrates the Future Baseline 205-gate layout. The gate count reflects the smallest gauges of aircraft parked at the MARS-configured gates, yielding the maximum gate count for the Future Baseline layout.
- **Exhibit 4-A** – Gate Reductions (Minimum Gate Count): illustrates the gate reductions from the Future Baseline 189-gate layout listed in Table 6. The Terminal 1 Concourse B apron reconfiguration reflects the largest gauge of aircraft parked at the MARS-configured gate.
- **Exhibit 4-B** – Gate Reductions (Maximum Gate Count): illustrates the gate reductions from the Future Baseline 205-gate layout listed in Table 6. The Terminal 1 Concourse B apron reconfiguration reflects the smallest gauges of aircraft parked at the MARS-configured gate.
- **Exhibit 5-A** – Gate Additions (Minimum Gate Count): illustrates the gate additions to the Future Baseline 189-gate layout listed in Table 5. The Terminal 1 Concourse C apron reconfiguration reflects the largest gauges of aircraft parked at the MARS-configured gates.
- **Exhibit 5-B** – Gate Additions (Maximum Gate Count): illustrates the gate additions to the Future Baseline 205-gate layout listed in Table 5. The Terminal 1 Concourse C apron reconfiguration reflects the smallest gauges of aircraft parked at the MARS-configured gates.
- **Exhibit 6-A** – TAP Completion (Minimum Gate Count): illustrates the TAP 183-gate layout, the cumulative actions shown on Exhibit 4-A and Exhibit 5-A. The gate count reflects the largest gauges of aircraft parked at the MARS-configured gates, yielding the minimum gate count for the TAP layout.
- **Exhibit 6-B** – TAP Completion (Maximum Gate Count): illustrates the TAP 220-gate layout, the cumulative actions shown on Exhibit 4-B and Exhibit 5-B. The gate count reflects the smallest gauges of aircraft parked at the MARS-configured gates, yielding the maximum gate count for the TAP layout.

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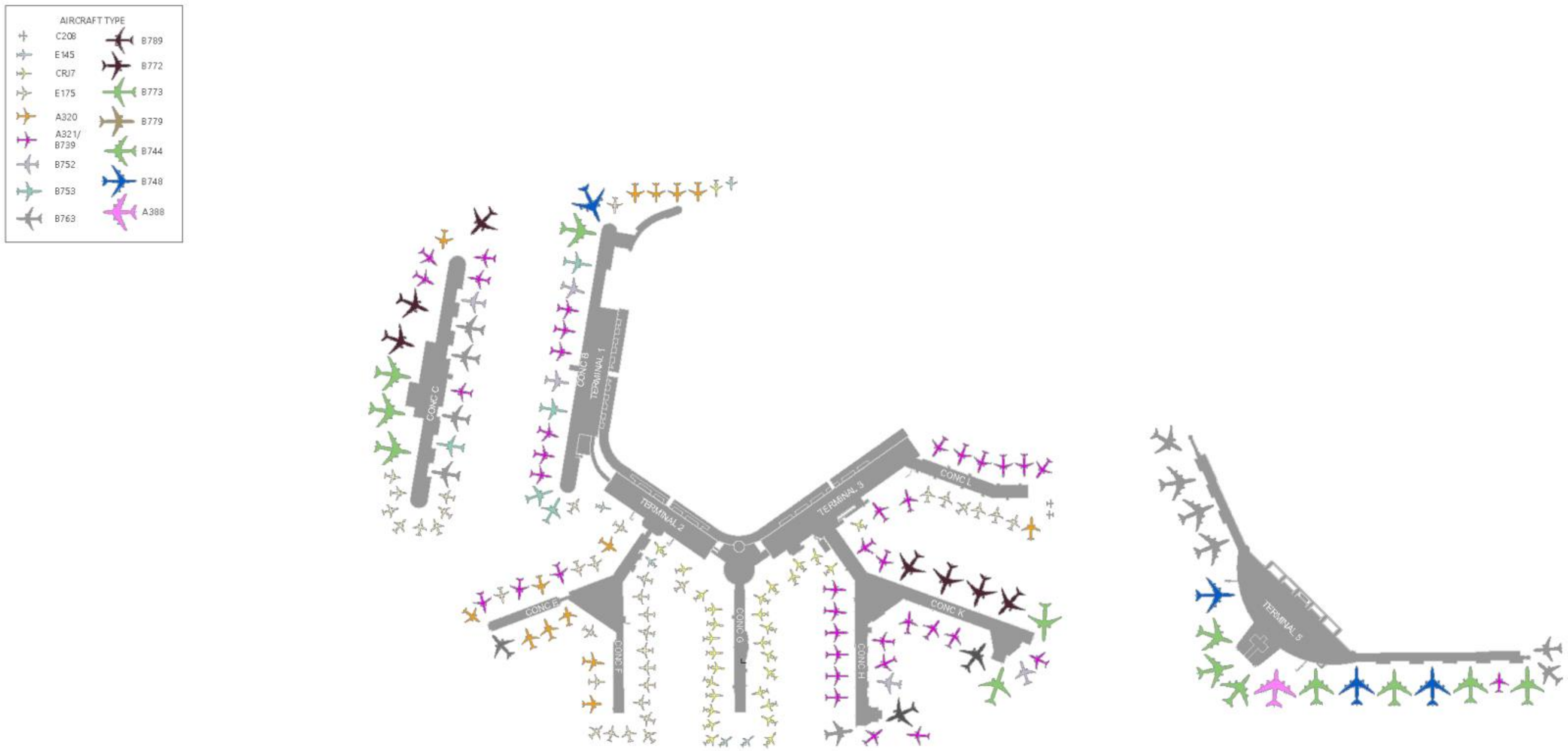

175 Gates

SOURCE: O'Hare International Airport, *Future Airport Layout Plan Draft*, Ricondo & Associates, Inc., analysis, November 2021.

EXHIBIT 2-A

Gate Layout: Existing (April 2017)
Maximum Gauge Gate Count (Minimum Gate Count)

NORTH 0 700 ft

Drawing: P:\Project-Chicago\Chicago\ORD\OMP\Environmental\Terminal Area Plan (TAP)\Project Description\CAD\Appendix C - Gates_November 2021 Update\Appendix C - Gates_November 2021 Update.dwgLayout: Exhibit 2 - A Plotted: Nov 17, 2021, 07:36PM

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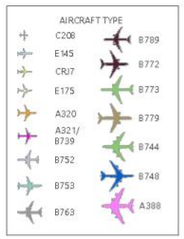

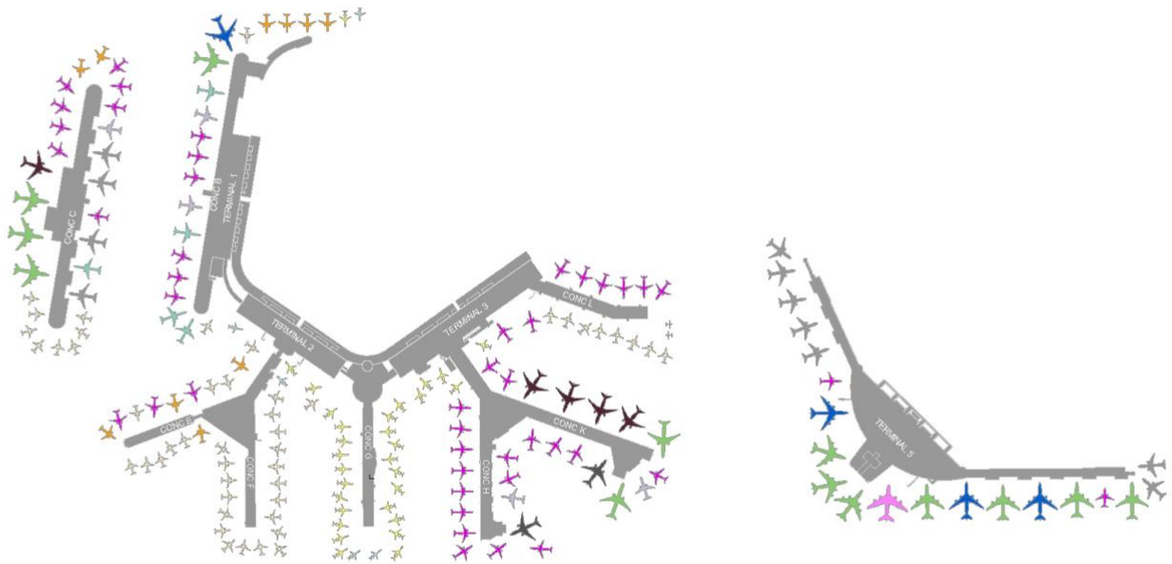

185 Gates

SOURCE: O'Hare International Airport, *Future Airport Layout Plan Draft*. Ricondo & Associates, Inc., analysis, November 2021.

EXHIBIT 2-B

NORTH 0 700 ft

Gate Layout: Existing (April 2017)
Maximum Gate Count

Drawing: P:\Project-Chicago\Chicago\10 RD\10M PI\Environmental\Terminal Area Plan (TAP)\Project Description\CAD\Appendix C - Gates_November 2021 Update\Appendix C - Gates_November 2021 Update.dwg Layout: Exhibit 2 - B Plotted: Nov 17, 2021, 07:39PM

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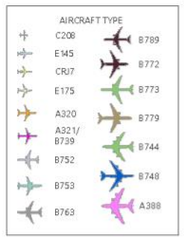

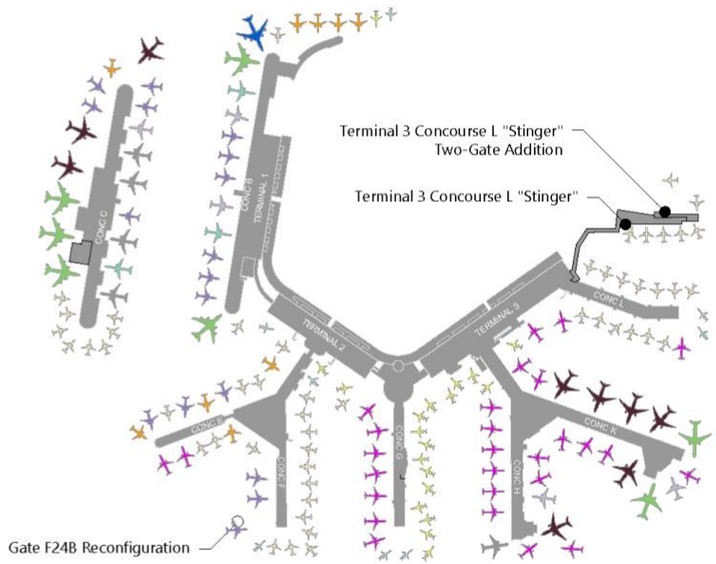

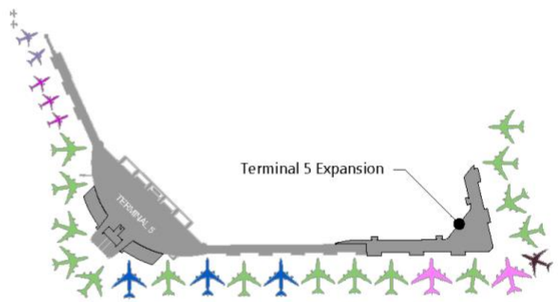

189 Gates

SOURCE: O'Hare International Airport, *Future Airport Layout Plan Draft*. Ricondo & Associates, Inc., analysis, November 2021.

NORTH 0 700 ft

EXHIBIT 3-A

Gate Layout: Future Baseline
Maximum Gauge Gate Count (Minimum Gate Count)

Drawing: P:\Project-Chicago\Chicago\10 RD\10M PI\Environmental\Terminal Area Plan (TAP)\Project Description\CAD\Appendix C - Gates_November 2021 Update\Appendix C - Gates_November 2021 Update.dwg Layout: Exhibit 3-A Plotted: Nov 17, 2021, 07:06PM

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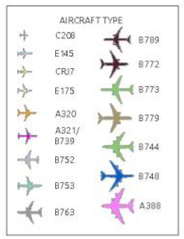

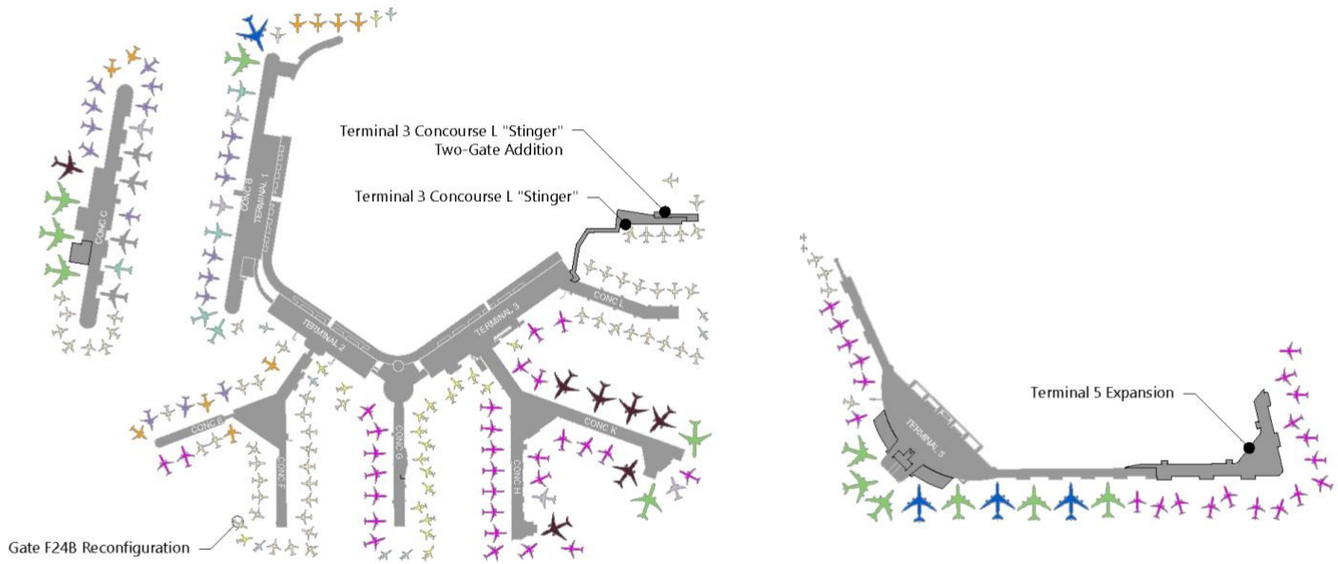

205 Gates

SOURCE: O'Hare International Airport, *Future Airport Layout Plan Draft*. Ricondo & Associates, Inc., analysis, November 2021.

EXHIBIT 3-B

Gate Layout: Future Baseline
Maximum Gate Count

NORTH 0 700 ft

Drawing: P:\Project-Chicago\Chicago\10 RD\10M PI\Environmental\Terminal Area Plan (TAP)\Project Description\CAD\Appendix C - Gates_November 2021 Update\Appendix C - Gates_November 2021 Update.dwg Layout: Exhibit 3-B Plotted: Nov 17, 2021, 07:37PM

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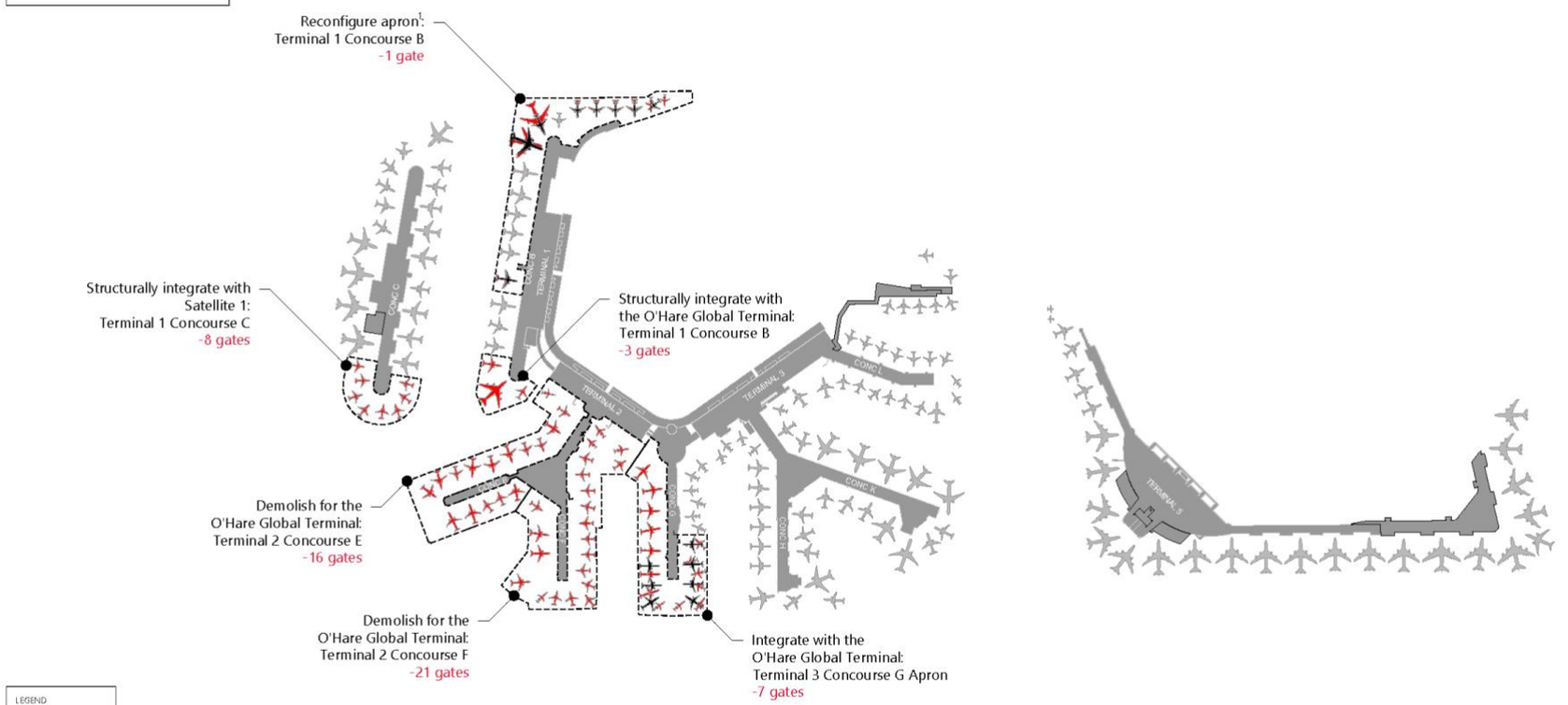
NOTE:

1 Terminal 1 Concourse B Apron Reconfiguration includes restriping the existing gates. The Maximum Gauge layout results in a loss of one gate.



SOURCE: O'Hare International Airport, *Future Airport Layout Plan Draft*, Ricondo & Associates, Inc., analysis, November 2021.

NORTH 0 700 ft

Drawing: P:\Projects\Chicago\O'Hare\Environmental\Terminal Area Plan (TAP)\Project Descriptions\CAD\Appendix C - Gates_November 2021 Update\Appendix C - Gates_November 2021 Update.dwg Layout: Exhibit 4-A Plotted: Nov 22, 2021, 10:48 AM

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EXHIBIT 4-A

Gate Reductions
Maximum Gauge Gate Count (Minimum Gate Count)

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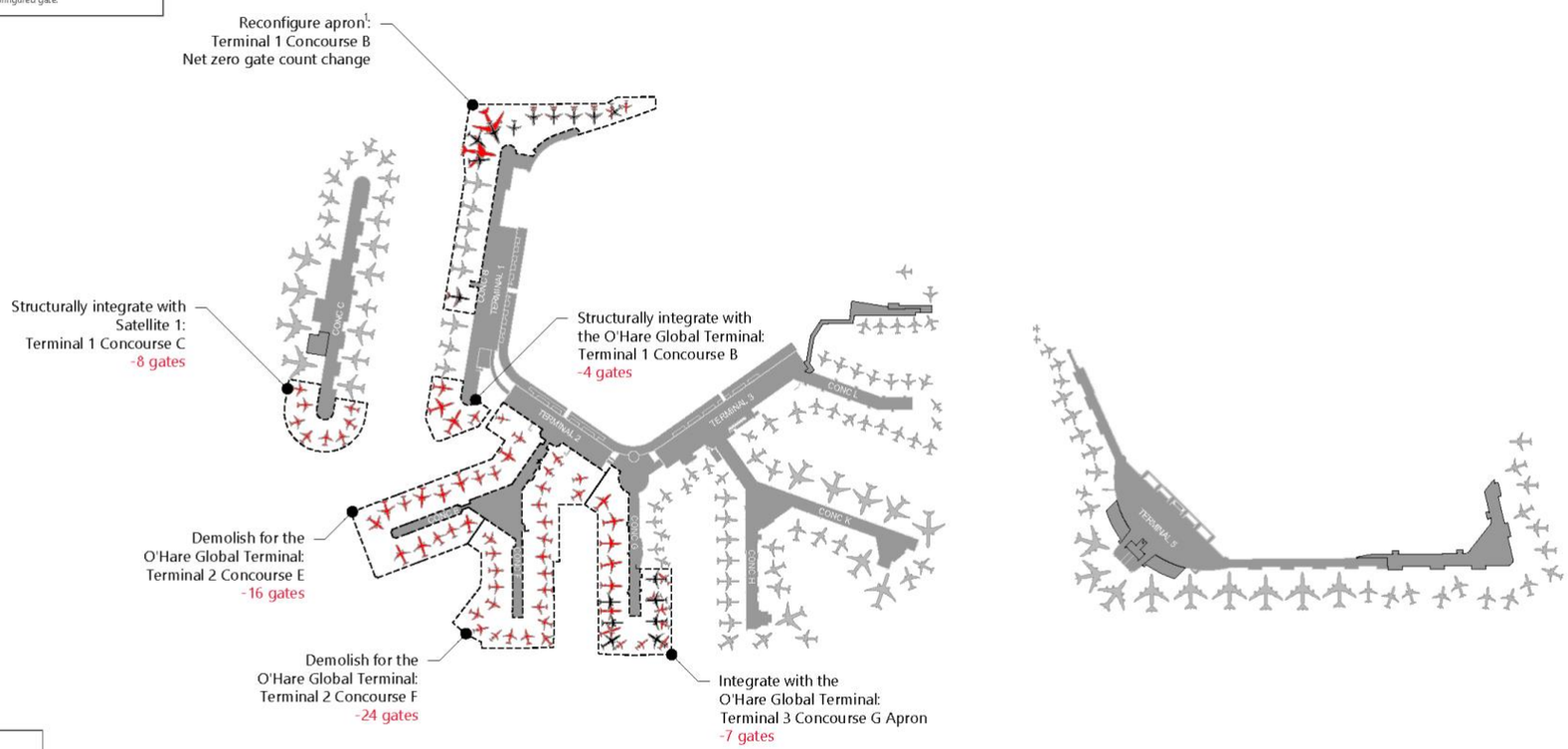
NOTE:

1 Terminal 1 Concourse B Apron Reconfiguration includes restriping the existing gates. The Maximum Gate Count layout results in no net loss of gates due to the MARS-configured gate.



LEGEND
Gate Decrease
Gate Increase

SOURCE: O'Hare International Airport, *Future Airport Layout Plan Draft*, Ricondo & Associates, Inc., analysis, November 2021.

NORTH 0 700 ft

Drawing: P:\Projects\Chicago\O'Hare\ORD16M PI\Environmental\Terminal Area Plan (TAP)\Project Descriptions\CAD\Appendix C - Gates_November 2021 Update\Appendix C - Gates_November 2021 Update.dwg Layout: Exhibit 4-B Plotted: Nov 22, 2021, 10:58AM

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EXHIBIT 4-B

Gate Reductions
Maximum Gate Count

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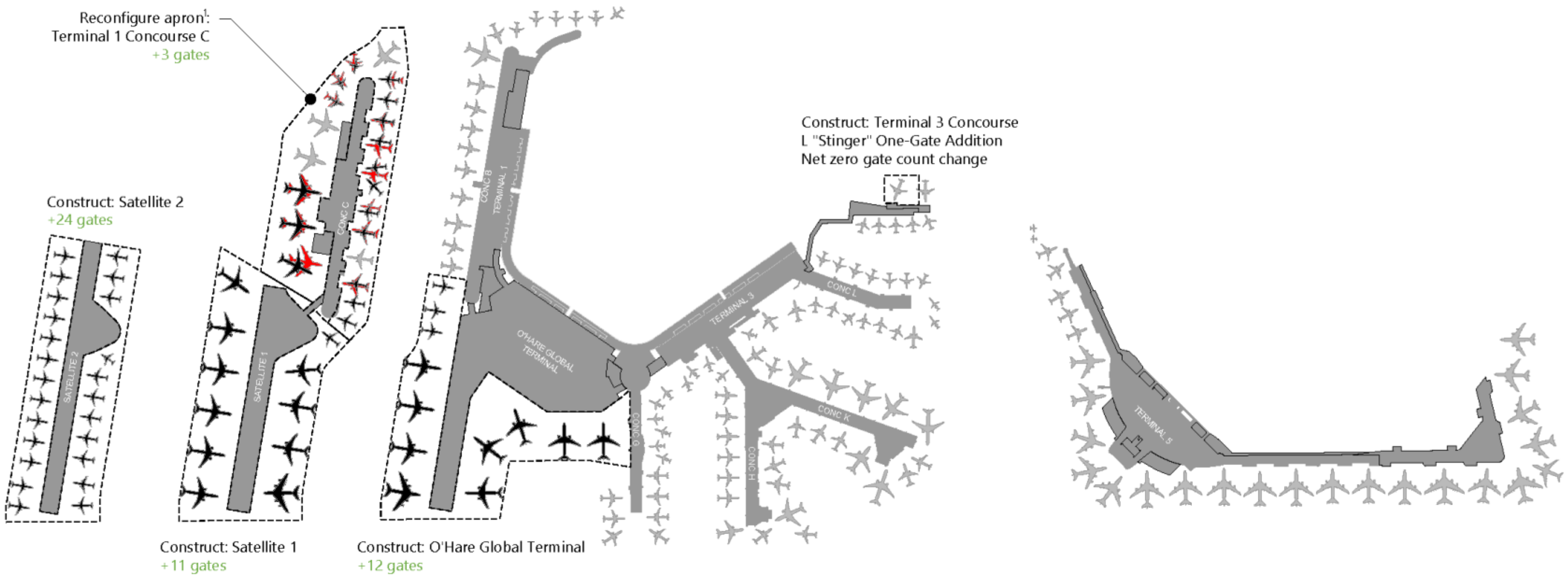
NOTE:

1 Terminal 1 Concourse C Apron Reconfiguration includes restriping the existing gates. The Maximum Gauge layout results in in a net gain of one gate due to the MARS-configured gates.



LEGEND

- Gate Decrease
- Gate Increase

SOURCE: O'Hare International Airport, *Future Airport Layout Plan Draft*, Ricondo & Associates, Inc., analysis, November 2021.

NORTH 0 700 ft.

Drawing: P:\Project-Chicago\Chicago\ORD\OMP\Environmental\Terminal Area Plan (TAP)\Project Description\CAD\Appendix C - Gates_November 2021 Update\Appendix C - Gates_November 2021 Update.dwgLayout: Exhibit 5-A Plotted: Nov 17, 2021, 07:37PM

EXHIBIT 5-A

Gate Additions
Maximum Gauge Gate Count (Minimum Gate Count)

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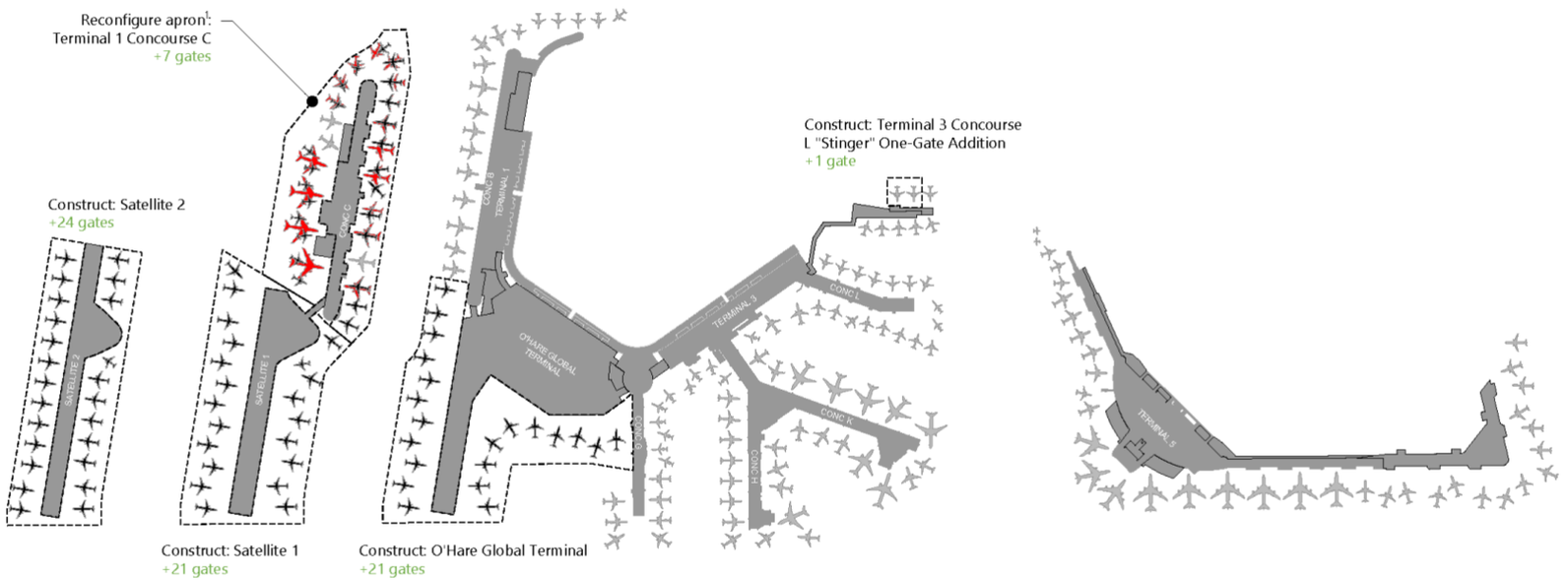
NOTE:

1 Terminal 1 Concourse C Apron Reconfiguration includes restriping the existing gates. The Maximum Gate Count layout results in a net gain of five gates due to the MARS-configured gates.



LEGEND
Gate Decrease
Gate Increase

SOURCE: O'Hare International Airport, *Future Airport Layout Plan Draft*, Ricondo & Associates, Inc., analysis, November 2021.

NORTH 0 700 ft.

Drawing: P:\Projects\Chicago\ORD\60M PI\Environmental\Terminal Area Plan (TAP)\Project Description\CAD\Appendix C - Gates_November 2021 Update\Appendix C - Gates_November 2021 Update.dwg Layout: Exhibit 5-B Plotted: Nov 17, 2021, 07:37PM

EXHIBIT 5-B

Gate Additions
Maximum Gate Count

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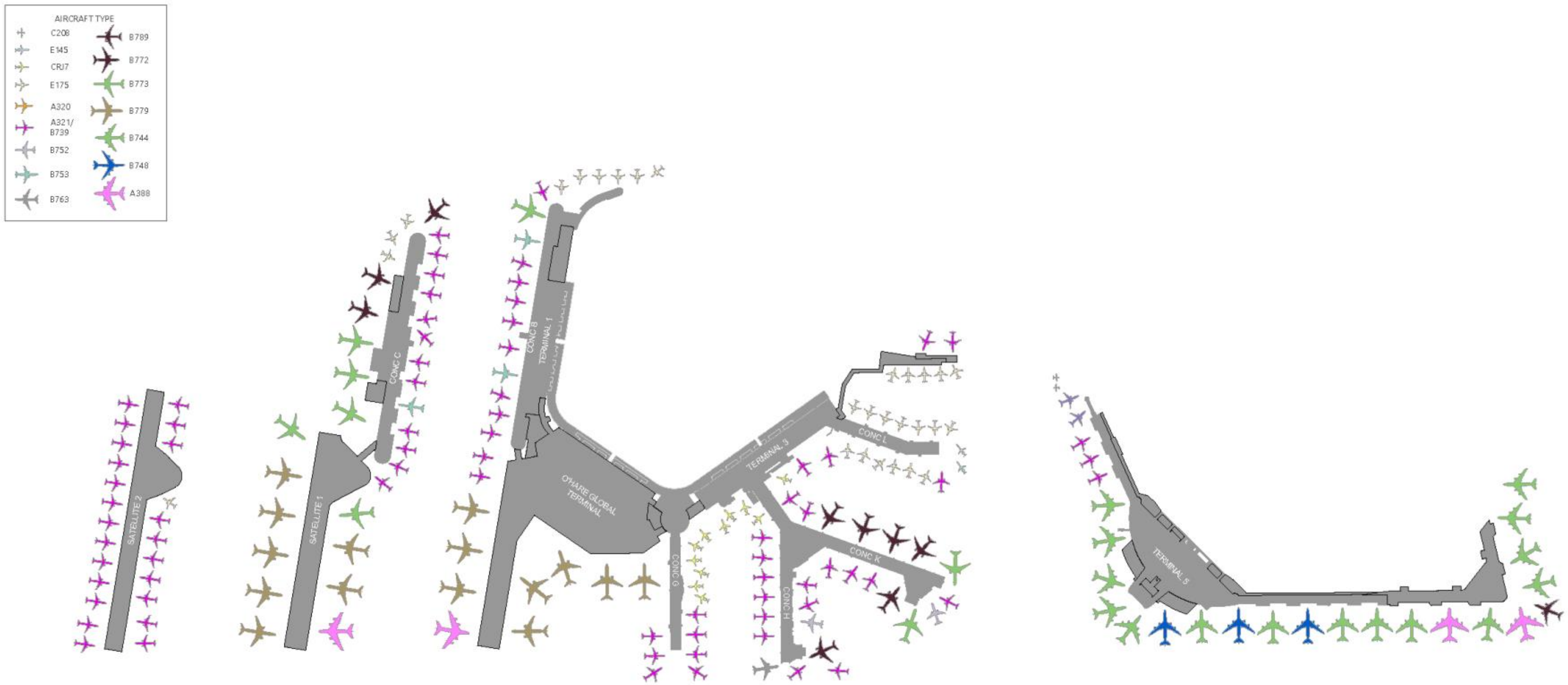

183 Gates

SOURCE: O'Hare International Airport, *Future Airport Layout Plan Draft*, Ricondo & Associates, Inc., analysis, November 2021.

NORTH 0 700 ft

EXHIBIT 6-A

Gate Layout: TAP Completion
Maximum Gauge Gate Count (Minimum Gate Count)

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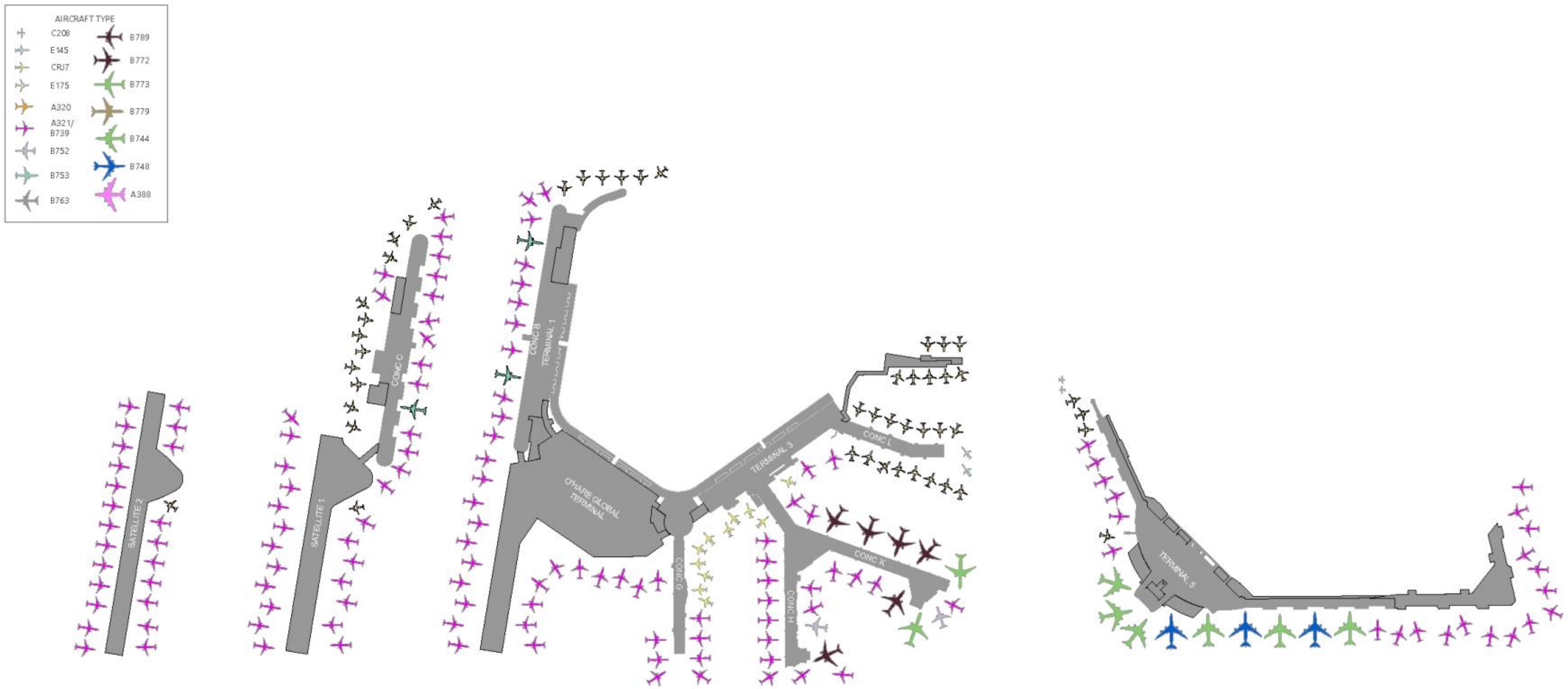

220 Gates

SOURCE: O'Hare International Airport, *Future Airport Layout Plan Draft*, Ricondo & Associates, Inc., analysis, November 2021.

NORTH 0 700 ft.

Drawing: P:\Project-Chicago\Chicago\ORD\OMP\Environmental\Terminal Area Plan (TAP)\Project Description\CAD\Appendix C - Gates_November 2021 Update\Appendix C - Gates_November 2021 Update.dwgLayout: Exhibit 6-B Plotted: Nov 17, 2021, 07:38PM

EXHIBIT 6-B

Gate Layout: TAP Completion
Maximum Gate Count

Terminal Area Plan Project Descriptions

Another measure demonstrating how the TAP improves the overall utility of gates is the average gate size. Gate size impacts the size of aircraft that can be parked at each gate; larger gauge aircraft are restricted from parking at smaller gates despite the existing quantity of gates. TAP increases average gate size, which reduces the number of these restrictions and provides the opportunity to install MARS-configured gates for flexible use of the gate frontage instead of dedicating gates to specific gauges of aircraft. **Table 8** summarizes the average gate sizes of the Existing (April 2017), Future Baseline, and TAP layouts.

TABLE 8 O'HARE GATE SIZE THROUGH TAP IMPLEMENTATION

PROPOSED ACTION MILESTONE	AVERAGE GATE SIZE BY MAXIMUM GAUGE[1] (LINEAR FEET PER GATE)	AVERAGE GATE SIZE BY MAXIMUM COUNT[2] (LINEAR FEET PER GATE)
Existing (April 2017)[3]	24,770 LF ÷ 175 gates = 142	24,770 LF ÷ 185 gates = 134
Future Baseline[3]	27,132 LF ÷ 189 gates = 145	27,132 LF ÷ 205 gates = 132
TAP	30,990 LF ÷ 183 gates = 169	30,990 LF ÷ 220 gates = 141

SOURCES: City of Chicago, *Airline Use and Lease Agreement*, O'Hare International Airport, May 2018; Chicago Department of Aviation and Ricondo & Associates, Inc., November 2021.

NOTES:

1 Total airport gate frontage divided by maximum gauge gate count (minimum gate count), or the total number of aircraft parked if the largest gauges of aircraft are parked at the MARS-configured gates.

2 Total airport gate frontage divided by maximum gate count, or the total number of aircraft parked if the smallest gauges of aircraft are parked at the MARS-configured gates.

3 The Existing (April 2017) and Future Baseline include some MARS-configured flexible gate layouts, therefore these gate counts are also expressed as a range.

The gate frontage, gate count, and gate size changes summarized in Tables 3, 6 and 7 are depicted on the following exhibits:

- **Exhibit 7** – Minimum Gate Count Through TAP Implementation: illustrates the gate reductions and gate additions that yield the TAP 183-gate count. The gate count reflects the largest gauges of aircraft parked at the MARS-configured gates, yielding the minimum gate count for the TAP layout.
- **Exhibit 8** – Minimum Gate Count Through TAP Implementation: illustrates the gate reductions and gate additions that yield the TAP 220-gate count. The gate count reflects the smallest gauges of aircraft parked at the MARS-configured gates, yielding the maximum gate count for the TAP layout.
- **Exhibit 9** – Gate Frontage and Gate Count Through TAP Implementation: illustrates the cumulative actions shown on Exhibits 1, 7, and 8.

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The maximum gauge of aircraft on Multiple Aircraft Ramp System (MARS) configured gates yields the minimum gate count.

Projects on the chart do not appear in order of construction phasing.

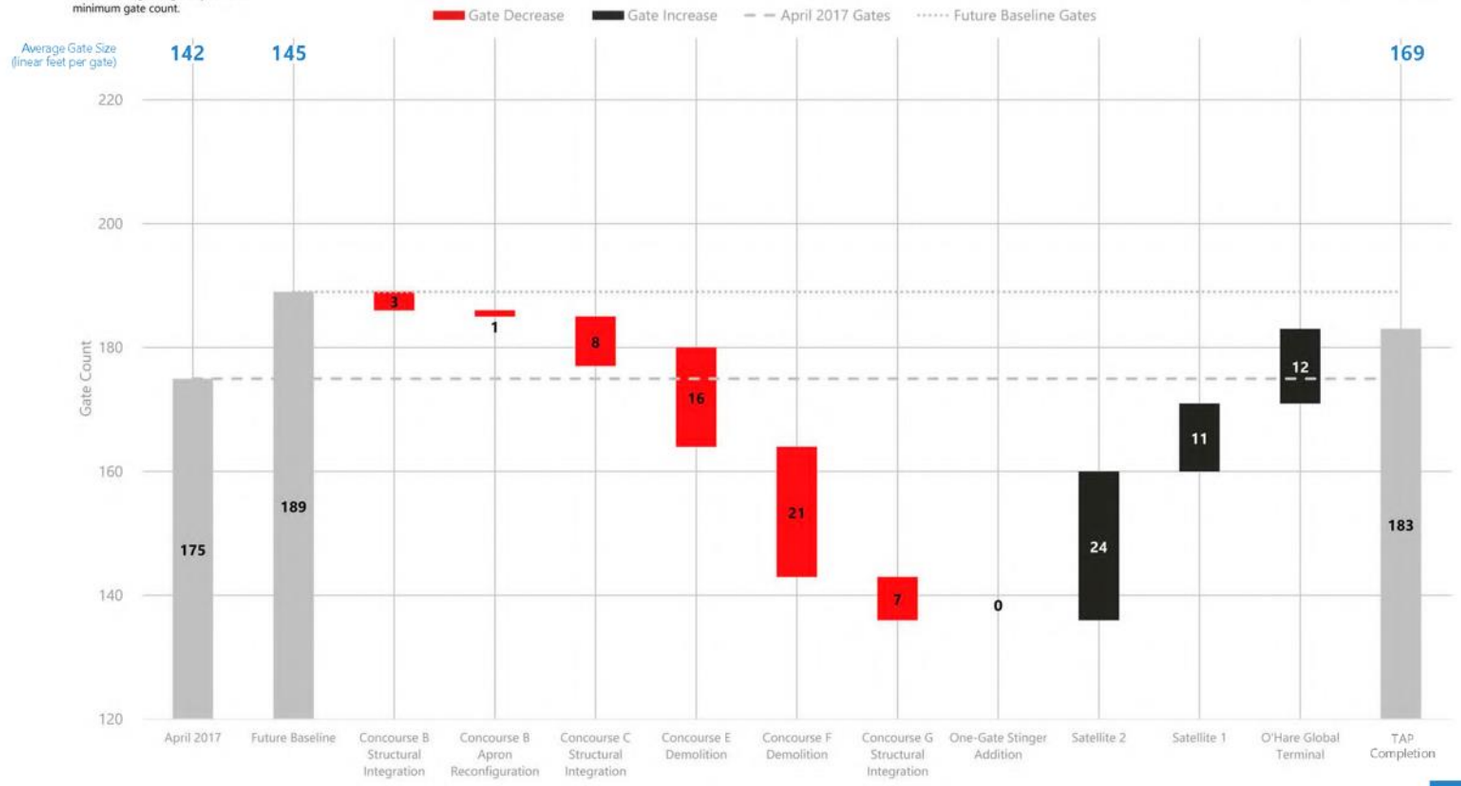

EXHIBIT 7

SOURCES: O'Hare International Airport, *Future Airport Layout Plan Draft*, Ricondo & Associates, Inc., analysis, November 2021.

Minimum Gate Count Through TAP Implementation

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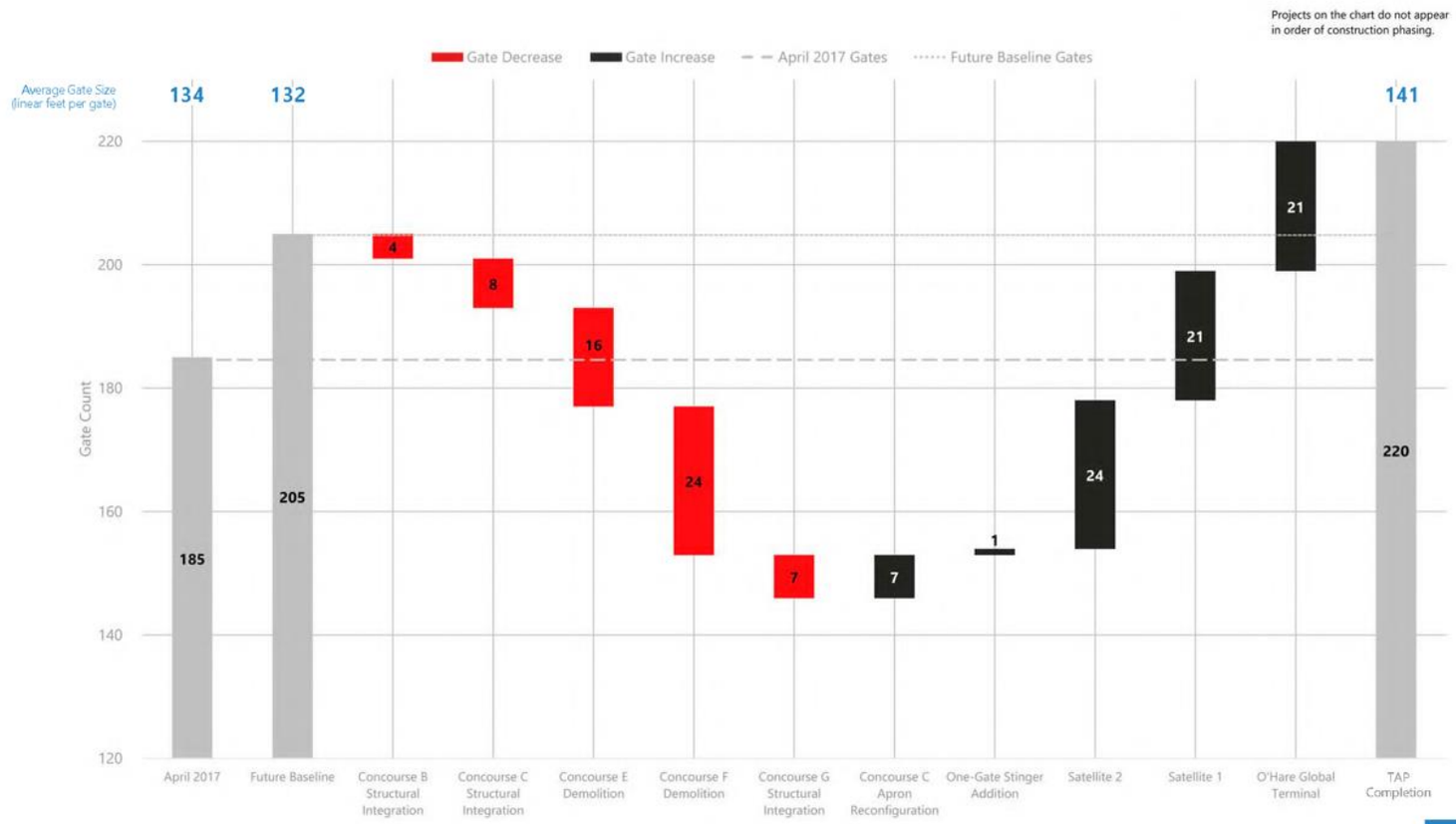

EXHIBIT 8

Maximum Gate Count Through TAP Implementation

SOURCES: O'Hare International Airport, *Future Airport Layout Plan Draft*, Ricondo & Associates, Inc., analysis, November 2021.

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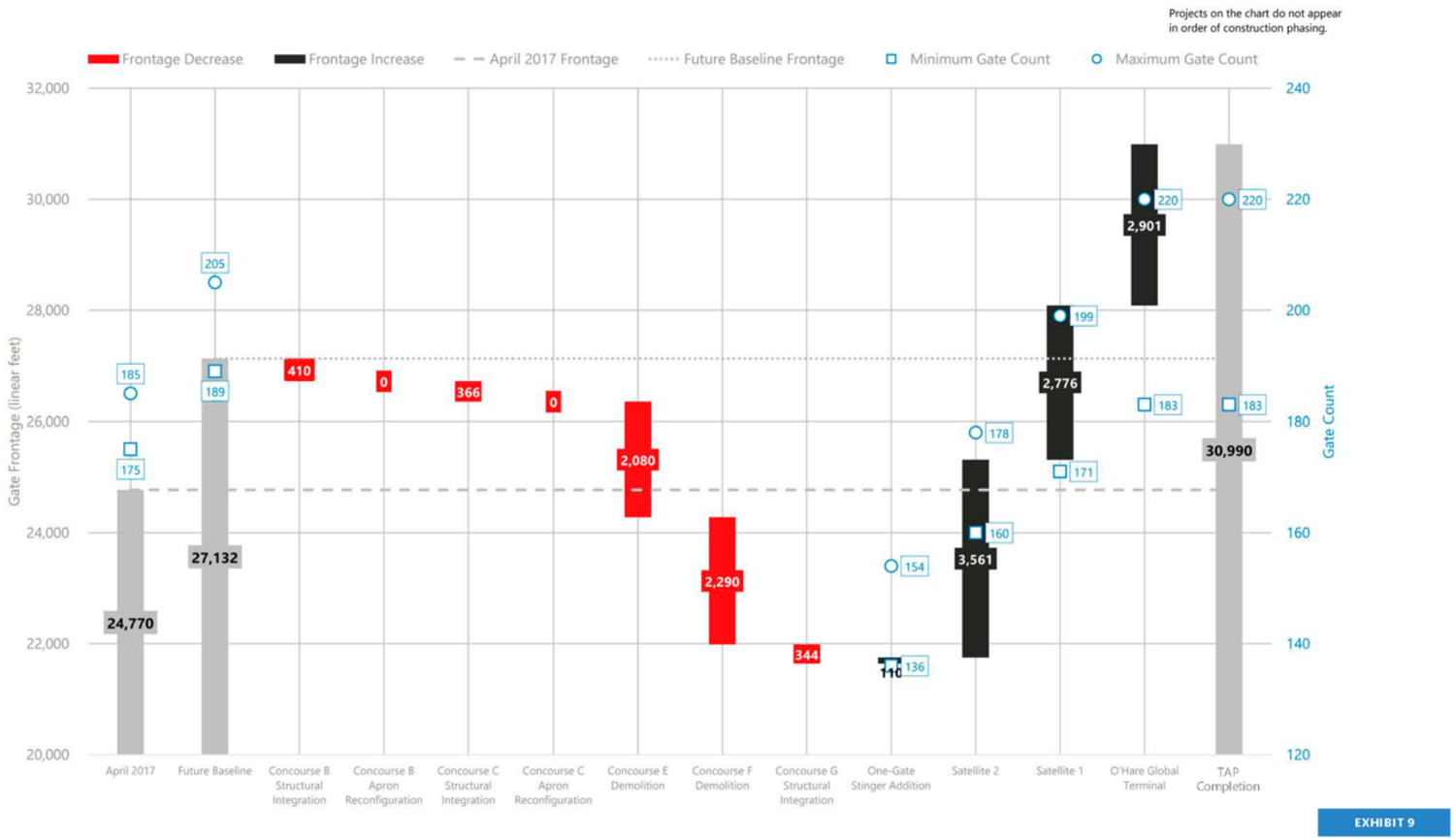

EXHIBIT 9

SOURCES: O'Hare International Airport, *Future Airport Layout Plan Draft*, Ricondo & Associates, Inc., analysis, November 2021.

Gate Frontage and Gate Count Through TAP Implementation

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Terminal Area Plan

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SUMMARY

TAP replaces existing facilities, adds gate frontage capacity, and improves utility. TAP introduces additional MARS-configured gates, which further improve gate utility by enabling use of gate frontage that flexes with demand instead of restricting gates by aircraft gauge. Therefore, additional MARS-configured gates induce a greater range in the gate count to account for the variability of aircraft parking configurations at these gates. Additional MARS-configured gates will enable more efficient utilization of gate frontage for large and small aircraft alike, reducing the length of gate frontage that will be dedicated to specific aircraft gauge. TAP will increase the average frontage per gate, replacing smaller existing gates with larger proposed gates.

TAP and future baseline projects grow gate frontage capacity by 25 percent, as measured by the cumulative change in gate frontage from Existing (April 2017) to TAP Implementation. These changes include existing facility demolition, integration, apron reconfiguration, and proposed facilities. Gate frontage is the primary measurement for quantifying gate capacity growth because it is independent of the average gate size and the flexible gate count. The increased average gate size and demand-responsive flexible gate count indicate how TAP improves the utility of gate frontage, while increased gate frontage indicates growth.

Table 9 summarizes the changes to gate frontage and gate count detailed in this document.

TABLE 9 SUMMARY OF GATES AND GATE FRONTAGE

CONDITION	FRONTAGE (LINEAR FEET)	GROWTH FROM APRIL 2017 (%)	GATE COUNT[1]	AVERAGE GATE SIZE (LINEAR FEET)[2]
Existing (April 2017)	24,770	N/A	175 – 185	134 – 142
Future Baseline	27,132	+9.5%	189 – 205	132 – 145
TAP	30,990	+25%	183 – 220	141 – 169

SOURCES: City of Chicago, *Airline Use and Lease Agreement*, O'Hare International Airport, May 2018; Chicago Department of Aviation and Ricondo & Associates, Inc., November 2021.

NOTES:

1 All gate counts are expressed as a range to account for the variability of aircraft parking configurations at the MARS-configured gates.

2 The average gate size is calculated as gate frontage divided by gate count. All gate counts are expressed as a range; therefore, the average gate size is also expressed as a range.